

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXXVIII. No. 6.

Chicago, Ill., U. S. A., March 25, 1917.

PRICE \$1.50 PER YEAR
TEN CENTS PER COPY

If you MEAN what you say—
Others will TRY what you MEAN.
McKENNA & RODGERS
VERIGOOD GRAINMEN
Chicago Board of Trade

Taylor & Bournique Co.
SHIPPERS
Corn, Oats and Barley
MILWAUKEE, WIS.

Goffe & Carkener
Grain Commission
St. Louis Kansas City

P. B. & C. C. MILES
Established - 1875
Incorporated - 1910
Peoria, Ill. Handling Grain on Commission
OUR SPECIALTY

James E. Bennett & Co.
Member Chicago Board of Trade
GRAIN PROVISIONS
STOCKS—BONDS
Postal Tel. Bldg. 332 So. La Salle St. CHICAGO
ST. LOUIS— —PEORIA
211 Merchants Exchange 11 Board of Trade

Tyng, Hall & Co.
GRAIN COMMISSION
Correspondence Solicited
Peoria, Ill.

THE HOUSE OF THAYER
Established 1892
Consign your Grain and Seeds and send
your Grain and Provision orders to
C. H. THAYER & CO.
Chicago—Minneapolis—Milwaukee—Kansas City

W. NICHOLSON Grain Co.
The Right Firm for
CONSIGNMENTS
Mill Orders Filled
BOARD OF TRADE, KANSAS CITY, MO.

COURTEEN SEED CO.
RED—WHITE—ALSIKE—ALFALFA
Clovers, Timothy
MILLETS, GRASSES, ETC. GRAIN BAGS
MILWAUKEE, WIS.

Established 1877
Langenberg Bros. Grain Co.
St. Louis New Orleans

SIMONS, DAY GRAIN and
& CO. PROVISION
BROKERS
322 Postal Telegraph Bldg., CHICAGO, ILL.

Ady & Crowe Merc. Co.
Denver, Colo.
PINTO BEANS

WHEAT
Corn-Oats-Rye
J. A. Manger & Co.
216-218 Chamber of Commerce
BALTIMORE, MD.

Best Results on Consignments
are being obtained in Eastern Markets

Consign to

DUDLEY M. IRWIN
BUFFALO, N. Y. NEW YORK CITY
Chamber of Commerce Bldg. Produce Exchange

Helicoid Conveyor

is rolled from a single strip of metal and the flight given its permanent form by the rolling process. It has proven to be most efficient for handling grain, and is used entirely by many of the large elevators throughout the country.

We were the originators of steel screw conveyor, and will be glad to advise you on any conveying problems you may have.

H. W. CALDWELL & SON CO.
CHICAGO 17TH STREET AND WESTERN AVENUE
DALLAS, TEXAS 711 MAIN STREET
NEW YORK 50 CHURCH STREET

Directory of the Grain Trade

In Organized Markets Only. Members of the Local Grain Exchange Will Be Listed

AMARILLO, TEX.

Beasley Grain Co., J. N., whole, grain, field seeds.
Bishop, Grover C., grain, hay, field seeds.*
Plains Gr. Co., E. S., Bladell, millet, cane, kafir.*

ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., receivers & exporters.*
Blackburn & Co., C. P., grain receivers, exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fisher & Co., John T., grain receivers & expts.*
Gill & Fisher, receivers and shippers of grain.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds*
Lederer Bros., grain receivers.*
Manger & Co., L. D., chicken wheat specialists.*
Robinson & Jackson, gr. com. merchants.*

BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.*
Silck & Co., L. D., grain brokers.*
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.

Benjamin, Matthew D., grain brokerage, com'n.*
Cattlin Bros., brokerage & commission.*
Colbert, Thos. F., grain and millfeed.*
Cressy, Fred L., hay, grain, bkg. com.
Howlett Co., E. C., grain brokers.*
Jaquith, Parker, Smith & Co., wheat barley milo.*
Merigold & Co., A. I., chicken wheat specialists.*
Southworth, J. E., gr. broker, export fwdwr.

BUFFALO, N. Y.

Corn Exchange Members.

Buffalo Grain Co., receivers, fwdrs, consignments.
Burns Grain Co., grain commission.*
Churchill Gr. & Seed Co., recvrs., shippers.*
Doorty-Billworth Co., Inc., brokerage commission.*
Electric Grain Elev. Co., consignments.*
Globe Elevator Co., grain & grain prod.*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.*
Urmonston Grain Co., grain commission.*

CAIRO, ILL.

Board of Trade Members.

Hastings-Stout Co., grain and hay.*
Magee-Lynch Grain Co., grain.*
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., grain merchants.*

CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.*

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commis'n merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Bridge & Leonard, grain commission.
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., grain, seeds.*
Griffin & Co., J. P., commission merchants.*
Harris, Winthrop & Co., W. K. Mitchell, Mgr.*
Hitch & Carder, commission merchants.
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain & provisions.*
Logan & Bryan, options, cash grain.*
McKenna & Rodgers, commission merchants.*
Merritt Co., W. H., grain, seeds.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Press & Co., W. G., grain, provisions, stocks, etc.*
Quaker Oats Co., buyers of grain.
Rogers Grain Co., commission merchants.
Rosenbaum Bros., receivers, shippers.*
Rothschild Co., D., barley and malt.
Rothschild Co., The Moses, general grain com'n.*
Rumsey & Company, grain commission.*
Sawyers Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Sincere & Co., Chas., N. Y. stocks, Chicago grain.
Slaughter & Co., A. O., grain prov. stocks, bonds.
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Wagner Co., E. W., receivers and shippers.*
Walters Brothers, consignments.*
Ware & Leland, grain and seeds.*

CINCINNATI, O.

Chamber of Commerce Members.
Blumenthal, Max, grain, barley a specialty.*
Gowling & Fleming, grain and hay comsn.*

CLEVELAND, O.

Grain and Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elev. Co., The, recvrs. & shprs.*
Lake Shore Elev. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elev. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., grain, seeds, hay, straw.*
Union Elevator Co., The, grain and hay.*

DAVENPORT, IOWA.

Davenport Elev. Co., receivers and shippers.*
Hutton & Frenzel, grain brokers.

DECATUR, ILL.

Duncan & Co., L. E., grain brokers.

DENVER, COLO.

Ady & Crowe Merc. Co., The, grain & hay.*
Ayres Mercantile Co., The, F. C., milling wheat.*
Best & Co., J. D., buy and sell all grains.*
Crescent Mill & Elev. Co., The, wheat, corn, oats.*
Denver Elevator Co., The, grain merchants.*
Farmers Grain Co., receivers, shippers.*
Hunkarier Mill & Elev. Co., receivers.*
O'Donnell Grain Co., wholesale grain.*
Summit Gr. & Coal Co., wh't, corn, oats, rye, bly.

DES MOINES, IOWA.

Marshall Hall Grain Co., grain com.*

DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., beans, wheat, oats.*
Dodd, Martin & Co., grain merchants.*
Dumont, Roberts & Co., receivers, shippers.*

DULUTH, MINN.

Board of Trade Members.

Kenkel-Todd Co., grain commission.
Randall, Gee & Mitchell, grain commission.*
United Grain Co., grain commission.
White Grain Co., receivers and shippers.*

END, OKLA.

White Grain Co., The, receivers and shippers.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.
Ferguson Grain Co., C. D., gr. feed & fld. seeds.
King, Douglass W., grain feedstuffs, seed.*

FOWLER, IND.

Hartley, A. E., cash grain & brokerage.

FRANKFORT, IND.

Frank & Co., William, grain brokers.

GALVESTON, TEX.

Board of Trade Members.

Wisrodt Grain Co., wholesale grain etc., facilities.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*

HUTCHINSON, KAN.

Board of Trade Members.

Bolin Hall Grain Co., Kansas hard wheat.
Hayes Grain Co., John, receivers & shippers.
Kemper Grain Co., receivers & shippers.
Liberal Elev. Co., receivers and shippers.
Pettit Grain Co., L. H., gr. com., recvrs., shprs.*

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elev. & Feed Co., receivers and shippers.
Bingham-Hewitt-Schubert Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brkg. & com.*
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Mutual Grain Co., grain commission.*
Shotwell & Co., C. A., commission, bkg.
Star Elevator Co., grain merchants.*
Urmonston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

Stockbridge Elevtr, trk, buyers, slrs., gr. & eds.

KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.
Aylsworth, Neal, Tomlin Gr. Co., recvrs., shprs.*
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., grain commission.*
Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Dills, Jr., & Co., Wm. G., grain merchants.*
Moore-Davis Grain Co., consignments.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Fowler Grain Co., Lev., receivers & shippers.
Fox-Miller Grain Co., receivers and shippers.
Goffe & Carikner, recvrs. and shprs. of grain.*
Hargis Grain Co., B. F., mlg. wheat, futures.
Hinds Grain Co., The, receivers, shippers.
Kemper Mill & Elevtr Co., grain and feed.*
Logan Bros. Grain Co., grain merchants.*
Mensendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Morrison Grain Co., consignments.
Murphy Grain Co., grain commission.*
Nicholson Gr. Co., W. S., grain commission.*
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, milo.*
Roshon Grain Co., E. E., grain, flour, millfeed.*
Sencilar-Bishop Grain Co., consignments.
Simonds-Shields Grain Co., recvrs. & exporters.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignments-futures.
Thresher Fueler Grain Co., grain commission.*
Vanderslice-Lynds Co., commission merchants.*

LINCOLN, NEBR.

Lincoln Grain Co., cash and future grain.

LITTLE ROCK, ARK.

Munn-Burrow Brokerage Co., grain, hay millfeed.*

LOUISVILLE, KY.

Board of Trade Members.

Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Fruehtenicht, Henry, hay, grain, mill products.

LYNCHBURG, VA.

Mason & Son, Lewis E., grain, hay, feed.

Moon-Taylor Co., grain and hay brokers.*

MANSFIELD, OHIO.

Goemann Grain Co., grain buyers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Buxton, E. E., broker and commission merchant.
Davis & Andrews Co., grain dealers.*
Haseenwinkle Co., H. J., consignments.
U. S. Feed Co., grain, hay, millfeed.
Webb & Maury, brokers and com. merchants.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLE POINT, OHIO.

Pollock Gr. Co., The, trk, byrs. & shprs. gr. h. & st.

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bell Co., W. M., receivers & shippers.*
Buerger Com. Co., grain & seed receivers.
Donahue Stratton Co., grain merchants.*
Kamm Company, P. C., barley and rye.*
Owen & Brother Co., grain commission.
Rankin, M. G., & Co., grain and feed.
Rialto Elevtr Co., grain receivers & shippers.*
Stacks & Kellogg, grain merchants.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Stabeck Co., grain com.*
Carter, Sammis & Co., grain commission.
Cereal Grading Co., grain merchants.*
Dalrymple Co., William, gr. com.
Davis & Co., F. M., grain commission.*
Gatchell-Tanton Co., grain commission.
Hankinson & Co., H. L., grain commission.
Lewis & Co., Chas. E., consignments.*
Manfield Grain Co., grain commission.*
McCaull Dismore Co., consignments solicited.*
Minnesota Grain Co., grain commission.*
Quinn Shepherdson Co., grain commission.*
Randall, Gee & Mitchell, grain com.
Stair, Christensen & Timmerman, gr. commission.*
Van Dusen-Harrington Co., grain merchants.*
Vernil-Anderson Co., grain commission.
Woodward Newhouse Co., grain merchants.
Zimmerman, Otto A., barley & oats in spec'ity.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton Co., The, gr., hay, straw, millfeed, pro.

NEW ORLEANS, LA.

Steel Co., The, J. H. W., gr. frt. brok. & forwdrs.*

NEW YORK CITY.

Produce Exchange Members.

Brainard Commission Co., consignments.*
Jones & Co., M. B., buyers—quote us.*
Knight & McDougal, commission merchants.*
Simpson, Hendee & Co., grain receivers.*

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., wholesale grain and hay.*

OMAHA, NEBR.

Grain Exchange Members.

Adams-Whyte Grain Co., consignments.
Beall Com'n Co., receivers & shippers.
Blanchard-Niswonger Co., recvrs. & shprs.*
Crowell Elevator Co., receivers, shippers.*
Dawson Grain Co., grain commission.
Holmquist Elevator Co., receivers and shippers.*
Leopold, Todd Gr. Co., com. mer. recvrs. & shprs.
Merriam Commission Co., consignments.*
Omaha Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.
Trans-Mississippi Grain Co., recvrs. & shprs.*
United Grain Co., grain commission.
Updike Grain Co., consignments.*

PEORIA, ILL.

Board of Trade Members.

Buckley, Pursley & Co., grain and seeds.*
Cole Grain Co., Geo. W., grain com. mchts.*
Consumers Grain Co., grain receivers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
McFadden & Co., G. C., consignments.*
Grier & Co., T., grain commission.*
Harwood-Young Co., grain commission.
McFadden & Co., G. C., consignments.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Rumsey, Moore & Co., grain receivers.*
Smith-Hamilton Grain Co., brokerage.*
Tyng, Hall & Co., grain commission.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., E. L., flour, grain, feed.*
Graft & Son, L. G., receivers and exporters.*
Lemout & Son, E. K., hay, grain, millfeed.
Miller & Sons, L. F., grain seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Stites, A. Judson, grain and millfeed.*
Stover, I. S., grain and flour.

PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.*
Geddel & Leubin, grain and hay.
Hardman & Heck, grain, hay and millfeed.*
Heck & Co., W. F., grain, hay and millfeed.*
Herb Bros., & Martin, grain and hay.
McCague, R. S., grain, hay.
Smith & Co., J. W., grain, hay.*
Stewart, D. G., grain, hay, feed.
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PUEBLO, COLO.

McClelland Mer'l I. & R. Co., grain, hay & feed.*

RICHMOND, VA.

Adams Grain & Prov. Co., seeds, grain, feed, hay.
Beveridge & Co., S. T., grain, hay, feeds, seeds.

SALINA, KANS.

Williamson Grain Co., grain com'son.

ST. JOSEPH, MO.

Grain Exchange Members.

Aunt Jemima Mills Co., hominy feed.
Brunswick Grain Co., A. J., receivers & expters.
Elwood Grain Co., brokers & shippers wheat, corn.*
Gordon Comm. Co., T. P., grain dlr. and broker.*
Marshall Hall Grain Co., consignments solicited.*
St. Joseph Hay & Feed Co., gr. & hay dls.*
St. Joseph Public Elvtr. Co., public storage.

ST. LOUIS, MO.

Merchants Exchange Members.

Elmore Schultz Gr. Co., recvrs. & shprs. grain.*
Goffe & Carkener Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Marshall Hall Grain Co., grain com.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain, hay and seeds.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Parrott-Day Co., wheat, corn, oats, seeds.*
Teasdale Com. Co., J. H., recvrs. & shippers.*
Toberman, Mackey & Co., grain, hay, seeds.*

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.
Morehouse & Co., W. H., grain and seeds.
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain recvrs., shippers.
Young Grain Co., consignments, futures.
Zahm & Co., J. F., grain, seeds.*

TOPEKA, KANS.

Cardwell Grain Co., M. W., corn & oats specialist.

WICHITA, KANS.

Board of Trade Members.

A. N. T. Grain Co., receivers & shippers.
Bossemeyer Bros., grain merchants.*
Brooks-Bedell Grain Co., grain merchants.
Bruce Bros., Grain Co., consignments.
Harold Grain Co., J. R., milling wheat.*
Imboden Milling Co., receivers & shippers.
Kansas Flour Mills Co., The, expters. consign'ts.*
Kansas Milling Co., The, millers and grain dealers.
Kelly Grain Co., Edward, consignments.*
Marshall Hall Grain Co., exporters.*
Norris Grain Co., The Exporters.*
Strong Grain & Coal Co., B., grain & coal.*
Williamson Grain Co., grain commission.*
Woodside Smith Grain Co., receivers & shippers.

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.*

*Members Grain Dealers National Association.

Board of Trade
Members

CAIRO

Board of Trade
Members

MAGEE-LYNCH GRAIN CO. Request daily card bids
CAIRO, ILL. Sell or Consign Us

Grain and Hay
Exchange Members

PITTSBURGH

Grain and Hay
Exchange Members

W. F. HECK & CO.

Will handle your consignments on regular terms, or buy outright
GRAIN, HAY, STRAW and MILL-FEED
Car or mixed car lots.
27 Wabash Bldg. PITTSBURGH, PA.

Established 1879.

J. W. SMITH & COMPANY

Pittsburgh, Penna.

Corn and Oats Shippers
DOMESTIC AND EXPORT.

1872

D. G. STEWART GRAIN, HAY AND FEED

1019 Liberty Street, PITTSBURGH, PA.

Proprietor of Iron City Grain Elevator of reinforced concrete construction. Capacity 150,000 bu. Situated on Pennsylvania Lines.

Your Business Solicited

Purchase or Commission

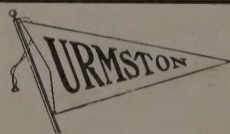
1917

OUR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.

Produce Exchange
Members**TOLEDO**Produce Exchange
Members**JOHN WICKENHISER & CO.**
Wholesale Grain Dealers
TOLEDO, OHIOWe make track bids and quote delivered prices.
Solicit Consignments of Grain and Clover Seed.
Members Toledo Produce Exchange and Chicago
Board of Trade.**Clover Seed**International Game, played in Toledo, Ohio.
Providence does dealing. When "Seedy" favor**C. A. KING & CO.***Like Billy Sunday, they deal in cash and futures.***"SEND IT TO ZAHM"**THAT Consignment of Wheat, Oats, Corn
or Seed.
THAT Order for Futures—Toledo or Chicago.
TOLEDO is the real market for Red Clover,
Alsike and Timothy futures.**J. F. ZAHM & CO., Toledo, Ohio**
Here Since 1879. Ask for Our Daily Red Letter—Free**YOUNG GRAIN CO. TOLEDO OHIO**
CONSIGNMENTS FUTURES
GRAIN and SEEDMembers } Toledo Produce Exchange
 } Chicago Board of Trade
W. H. MOREHOUSE & CO.
Established 1876
Dealers in
GRAIN, RED CLOVER, ALSIKE, TIMOTHY,
ALFALFA, and other Field Seeds
Rooms 1004-5-6 2nd Nat'l Bank Bldg., Toledo, O.
Consignments solicited. We buy by sample.Read the Advertising pages.
They contain many stories of interest.
The Grain Dealers Journal pre-
sents only reputable concerns.Commercial Exchange
Members**PHILADELPHIA**Commercial Exchange
Members**LEMONT'S FACILITIES FOR DISTRIBUTING CORN, OATS, HAY AND MILL FEEDS ARE UNSURPASSED. ASK THE MAN WHO HAS AVAILED HIMSELF OF THIS SERVICE.****E. K. LEMONT & SON**
388-390 Bourse Bldg. PHILADELPHIA, PA.**RICHARDSON BROS.,**
BROKERSWANT OFFERS
GRAIN FLOUR MILL FEED
Delivered Philadelphia
Either Export or Domestic
The Bourse**L. G. GRAFF & SON**
EXPORT and DOMESTIC
GRAIN
PHILADELPHIA**E. E. DELP GRAIN CO.**ELEVATOR AND MILLS
BOURBON, INDIANA
Eastern Office, - Philadelphia, Pa.**L. F. MILLER & SONS**
Consignments Solicited.Receivers and Shippers of
GRAIN, FEED, SEEDS, HAY, ETC.
Office 2931 N. Broad St. PHILADELPHIA, PA.**Say**Let the Grain Dealers Journal
Want Ads do your work.
*They bring quick results.*Corn Exchange
Members**BUFFALO**Corn Exchange
Members**THE CHURCHILL GRAIN & SEED COMPANY**
RECEIVERS AND SHIPPERS BUFFALO, NEW YORK**A. W. HAROLD**
GRAIN BARLEY A Specialty

717 Chamber of Commerce, - BUFFALO, N. Y.

Electric
Consignment
ServiceA reliable service designed to
meet the requirements of ship-
pers to the Buffalo Market.
We solicit your shipments.**ELECTRIC**
GRAIN ELEVATOR
CO., BUFFALO**Ship Your**
GRAIN
to Buffalo
PRATT & CO.have all facilities to handle grain
right REGARDLESS OF ITS
CONDITION, as they operate the
New up-to-date Superior Elevator.Watch our Bids. Consignments Solicited
910 Chamber of Commerce, Buffalo, N. Y.ACCOUNT BOOKS for sale by
GRAIN DEALERS JOURNAL, CHICAGO**"Follow the Flag"**It Leads to Success
CONSIGNMENTS**URMSTON GRAIN COMPANY**
Buffalo, N. Y. Indianapolis, Ind.**S. M. RATCLIFFE**
COMMISSION MERCHANTAlways in Market for Oats
Superior Facilities for Handling Consignments
Chamber of Commerce, Buffalo, N. Y.**BUFFALO GRAIN COMPANY**Receivers, Forwarders and Commission Consignments Solicited
Est. 1903
Barley a Specialty**Give Your Ad a Chance to**
MAKE GOODRun it in the
GRAIN DEALERS JOURNAL

MORE MONEY

is derived from the grain you ship if it is shipped to a market that is equipped to handle it to the best advantage; a market that has a well organized Board of Trade, whose members are noted for the service they render. WICHITA, KANSAS, is such a market and you will substantiate this claim after shipping to any of the firms listed below:

Bossemeyer Bros.

Consignments Just Now

Brooks-Bedell Grain Co.

Try B-B Service on That Consignment

Bruce Bros. Grain Co.

Top Notch Service on Consignments

Harold Grain Co., J. R.

First Class Service Always

Imboden Milling Co., The

(Grain Dept.) Receivers and Shippers Wheat, Corn, Oats, Kaffir

Kansas Flour Mills Co., The

Exporters, Buyers, Shippers, Consignments, and Mill Orders

Kansas Milling Co.

Always in the Market—Offer Us Your Wheat

Kelly Grain Co., Edward

Mill and Order Buyers

Marshall Hall Grain Co.

Exporters

Norris Grain Co.

"The Exporters"

Strong Grain & Coal Co., B.

Grain and Coal

Williamson Grain Co.

Successful Because of "Satisfied Customers"

Woodside Smith Grain Co.

Receivers and Shippers

A-N-T Grain Co., The

Ernest Lieberknecht, Mgr.

Grain Exchange
Members

OMAHA

Grain Exchange
Members

BLANCHARD-NISWONGER GRAIN CO.

OMAHA, NEBR

ASK FOR DELIVERED CORN PRICES

::

SELL OR CONSIGN US

"All We Know Is Consignments"

MERRIAM COMMISSION CO.

GRAIN EXCHANGE

GRAIN

OMAHA

Omaha Consignments

RECEIVE MORE-THAN-SATISFACTORY-SERVICE
WHEN CONSIGNED TO

UPDIKE-GRAIN-CO.

Geo. A. Roberts Grain Co.

GRAIN MERCHANTS

Consignments
a
Specialty

Omaha, Nebr.

GRAIN CONSIGNMENTS

See what we can do with
your next car

ADAMS-WHYTE GRAIN CO.

OMAHA

Beal Commission Co.

CONSIGNMENTS

Omaha

Nebraska

GROWELL ELEVATOR COMPANY

Receivers and Shippers

GRAIN

Consignments Solicited
OMAHA

YOUR MESSAGE

Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.

DENVER

The Grain Center of the Rockies

wants your shipments of grain, and in wanting them it is in good position to give you the best of service and prices obtainable. Any of the firms listed below, all members of the Denver Grain Exchange, will handle your shipments of grain to your entire satisfaction. Send any of them a trial car.

Summit Grain & Coal Co., The

Wheat, corn, oats, rye, barley. We always buy and sell.

Ayres Mercantile Co., The F. C.

Milling wheat, corn, oats, barley, beans, seeds and hay.

Best & Co., J. D.

We buy and sell all kinds of grain. Ask for prices.

Denver Elevator Co., The

Send us your grain. We buy it.

Farmers Grain Co., The

Receivers and shippers milling wheat, corn, seed, oats, barley, pinto beans.

Crescent Mill & Elevator Co., The

We buy and sell wheat, corn, oats.
We make and sell flour and corn meal.

Hungarian Mill & Elevator Co.

Grain Receivers.

O'Donnell Grain Co.

Whether you buy or sell, talk to us.

NOTE All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in contract.

THE A. McCLELLAND MERCANTILE, I. & R. CO., PUEBLO, COLO.

We are Members of the Denver Grain Exchange

If you wish to buy or sell grain in carlots write us.

Pueblo is the Real City of Opportunity, Sunshine and Health.

Board of Trade
Members

HUTCHINSON

Board of Trade
Members

GRAIN

Receivers and Shippers

To make more money get in touch with
LIBERAL ELEVATOR CO., Hutchinson, Kan.

ALWAYS

in the market for
ALL KINDS OF GRAIN

KEMPER SERVICE

Means Prompt Returns

KEMPER GRAIN CO.
Hutchinson, Kan.

BOLIN HALL GRAIN CO.

Kansas Hard Wheat

Milo Maize and Kaffir Corn

HUTCHINSON KANSAS

Grain Exchange
Members

ST. JOSEPH

Grain Exchange
Members

Established 1881

T. P. Gordon Commission Co.
GRAIN MERCHANTS

Our Consignment Service the Best
Rooms 1005-6-7-8 Corby-Forsee Bldg.
ST. JOSEPH, MISSOURI

ST. JOSEPH HAY & FEED CO.

ST. JOSEPH, MO.

WANT YOUR

OATS, CORN, BARLEY, RYE

Get Our Prices—It Will Pay You

ST. JOSEPH PUBLIC ELEVATOR CO.

Corby-Forsee Bldg.

ST. JOSEPH, MISSOURI

500,000 bu. Fireproof Elevator,
1,000 bu. per hour Drier.

WRITE FOR STORAGE AND SERVICE RATES

Record of C. N. D. QUOTATIONS

Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday, 19 . . ." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, 9½x9½ inches, are well bound in book form—a year's supply. Price 75 cents.

GRAIN DEALERS JOURNAL

305 S. La Salle Street Chicago, Illinois

PURE SOFT WHEAT

Missouri Grown

MID-WEST GRAIN CO.

ST. JOSEPH, MO.

ELWOOD GRAIN CO.

ST. JOSEPH, MO.

Buyers and Shippers

Wheat Corn

MARSHALL HALL GRAIN CO.

H. H. SAVAGE, Mgr.

**GRAIN BOUGHT TO ARRIVE
AND SOLD FOR SHIPMENT**
Consignments Solicited

ST. JOSEPH - MISSOURI

A. J. Brunswick Grain Co.

Receivers, Shippers,
Exporters

St. Joseph - Missouri

LIVE progressive grain dealers who are willing to profit by the experience of their brother dealers read the Grain Dealers Journal carefully and regularly.

Chamber of Commerce
Members

MINNEAPOLIS

Chamber of Commerce
Members

Cereal Grading Co.

W. T. FRASER, Vice Pres. & Mgr.

GRAIN MERCHANTS

20 Years Experience in assembling and distributing Choice Rye for milling and distilling trade. Largest Rye handlers in the West. Also shippers of Choice Milling Wheat, Oats, Barley and Screenings. Operating Elevator L.

612 Chamber of Commerce
MINNEAPOLIS, MINN.

STAIR, CHRISTENSEN & TIMERMAN

GRAIN COMMISSION

Solicit your consignments. Best
of service.

MINNEAPOLIS

DULUTH

RANDALL, GEE & MITCHELL CO.

Incorporated

Receivers and Shippers

Grain and Mill Feed

MINNEAPOLIS - - MINN.

H. L. HANKINSON & CO.

GRAIN COMMISSION

Solicit Your Consignments

MINNEAPOLIS

MILWAUKEE

DULUTH

CHAS. E. LEWIS & CO.

Grain and Stock Brokers

Minneapolis, St. Paul, Duluth, Winnipeg

MEMBERS NEW YORK STOCK EXCHANGE
and all Grain Exchanges.

BENSON STABECK CO.

Grain Commission Since 1903

MINNEAPOLIS

DULUTH MILWAUKEE WINNIPEG



MINNEAPOLIS

DULUTH

Pioneers in Grain

This company gives unexcelled service
both to shippers and buyers.

The Van Dusen-Harrington Co.

Business Founded 1852

Minneapolis

Duluth

E. L. WELCH COMPANY

GRAIN COMMISSION

Minneapolis, Duluth

Chicago

Milwaukee

Woodward-Newhouse Co.

GRAIN COMMISSION

Minneapolis,

Minnesota

GRAIN BOOKS

CASH TICKETS

G. F. Olson Printing Co.

316-318 4th Ave. So.,

MINNEAPOLIS, MINN.

SCALE TICKETS

STORAGE TICKETS

Merchants Exchange
Members

ST. LOUIS

Merchants Exchange
Members

Goffe & Carkener Co.

105-107 Merchants Exchange

RECEIVERS

GRAIN, HAY & SEEDS

SAINT LOUIS

W. C. GOFFE
G. S. CARKENER
G. C. MARTIN, JR.

K. C., MO., Office.
101-102 Board of Trade

TOBERMAN, MACKEY & CO.

GRAIN-HAY-SEEDS

FASTEST GROWING COMMISSION HOUSE IN AMERICA
SAINT LOUIS

Nanson Commission Co.

GRAIN, HAY and SEEDS

202 Chamber of Commerce, ST. LOUIS, MO.

MORTON & CO.

GRAIN - HAY - SEEDS

COMMISSION ONLY

Merchants Exchange, ST. LOUIS, MO.

WE CAN

furnish your needs in this and any
other markets in any phase of the
grain business.

IF YOU

will furnish us with your order or
your CONSIGNMENTS we guar-
antee satisfaction.

Elmore-Schultz Grain Co.

Consignments Solicited

433 Pierce Bldg.

ST. LOUIS, MO.



"THE Consignment House OF ST. LOUIS"

FOR THE SALE OF
GRAIN, HAY, AND GRASS SEEDS

PICKER & BEARDSLEY

COMMISSION COMPANY

118 NORTH MAIN ST.

Carrying money to the bank becomes a habit with Advertisers who reg-
ularly use the advertising pages of the GRAIN DEALERS JOURNAL.

DO IT NOW

Place your name and business before the
progressive grain elevator men of the entire
country by advertising in the Grain Dealers
Journal. It reaches them twice each month.

Board of Trade
Members**KANSAS CITY**Board of Trade
Members**E. E. ROAHEN GRAIN COMPANY***The Best of Service in Either Market***KANSAS CITY, MO.***B. C. Christopher & Co.*
Grain Commission
Kansas City, Mo.
ESTABLISHED 1878**MOORE-LAWLESS GRAIN COMPANY**
CONSIGNMENTS — FUTURESMembers Kansas City Board of Trade, Chicago Board of Trade, St. Louis Mer. Exchange,
Denver Grain Exchange, Atchison Board of Trade.

No. 324-5-6 Board of Trade — — KANSAS CITY, MO.

MOORE-SEEVER GRAIN CO.
RECEIVERS AND SHIPPERS
520-3 BOARD OF TRADE
KANSAS CITY, MO.

QUALITY SERVICE

WHEAT CORN BARLEY OATS

Aylsworth, Neal, Tomlin Grain Co.

Kansas City, Mo.

WHEAT BUYERSOPERATORS MURRAY ELEVATOR
1,500,000 Capacity**A. C. DAVIS GRAIN CO.**

Grain Commission

Mill Orders a Speciality
Consignments and Future Orders Solicited
KANSAS CITY, U. S. A.R. J. THRESHER, Pres. L. A. FULLER, Secy.
Thresher Fuller Grain Co.
Grain Commission Merchants
Consignments Solicited
Grain Bought and Sold for Future Delivery
311 Board of Trade KANSAS CITY, MO.**B. F. HARGIS GRAIN CO.**Milling Wheat, Futures
Coarse Grains

KANSAS CITY, MISSOURI

BRUCE BROS. GRAIN CO.**CONSIGNMENTS**

KANSAS CITY, MO. WICHITA, KANS.

SIMONDS-SHIELDS GRAIN CO.

GRAIN MERCHANTS

KANSAS CITY, MO.

We have a stock of Red Rust-Proof Oats.
Prices and Samples Furnished on Request.*Yes Sir*

Anything Grain and Seeds

FOX-MILLER GRAIN CO.

CONSIGNMENTS Solicited

TWIDALE-WRIGHT GRAIN CO.

Board of Trade, KANSAS CITY, MO.

Consignments and Future Trades Solicited

*The last word in
Consignments Service***WM. G. DILTS, JR. & CO.**

GRAIN MERCHANTS

Fine Milling Wheat

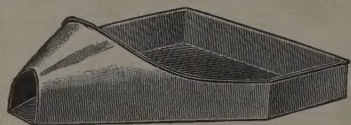
Consignments — — Futures

Room 16 Board of Trade, KANSAS CITY, MO.

PARKER CORN COMPANY

Buyers and Shippers

Kansas City, Mo.

**Grain Sample Pans**

Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities.

Grain Size 2½x12x16½". Prices \$1.75
Seed Size, 1½x9x11", Price \$1.50. Send All Orders to

GRAIN DEALERS JOURNAL, 305 S. La Salle St., Chicago, Ill.

CONSIGN**Ernst-Davis Grain Co.**

Kansas City,

SPECIAL ATTENTION
GIVEN TO FUTURES

MEMBERS

Kansas City Board of Trade
Chicago Board of Trade
St. Louis Merchants Ex.

When writing advertisers mention the Grain Dealers Journal of Chicago which works to improve your trade conditions. By so doing you help it and your own business.

Board of Trade
Members

KANSAS CITY

Board of Trade
Members

**KAFIR CORN
FETERITA
MILO MAIZE**
We buy and sell
B. C. CHRISTOPHER & CO.
KANSAS CITY, MO.

Mensendieck Grain Co.
CONSIGNMENTS

Consign Your Grain to
MURPHY GRAIN CO.
STRICTLY COMMISSION
KANSAS CITY

MORRISON GRAIN CO.
301-302 BOARD OF TRADE
KANSAS CITY, MO.
CONSIGNMENTS

ADDISON-BENTON GRAIN CO.
Grain Commission Merchants
CONSIGNMENT SPECIALISTS
4 Board of Trade, Kansas City, Mo.

LEV. FOWLER GRAIN CO.
RECEIVERS AND SHIPPERS
Member
Board of Trade Kansas City, Mo.

Chamber of Commerce
Members

BOSTON

Chamber of Commerce
Members

CATLIN BROS.
Brokerage and Commission
Want Connections with Ohio
and Indiana Shippers
Sell Corn, Oats, Wheat, Barley, Kafir, Mill Feeds
to sight draft. Buyers throughout New England.

E. C. HOWLETT CO.
Reliable Grain Brokers
Established 1884
710 Chamber of Commerce, BOSTON, MASS.

JAQUITH, PARKER, SMITH & CO.
708 Cham. of Com., BOSTON, MASS.
Direct Buyers of All Kinds of
Grain, also Sample Feed Wheat,
Barley, Milo, Kafir Corn, Etc., for
NEW ENGLAND AND EASTERN TRADE
Send Samples—Write Us

MATTHEW D. BENZAQUIN
GRAIN AND FEED
Brokerage and Commission
DOMESTIC and EXPORT
505 Chamber of Commerce, Boston, Mass.

THOS. F. COLBERT
GRAIN and MILL FEED
728 Board of Trade Bldg.,
BOSTON, - - MASS.

A. I. MERIGOLD & CO.
Chicken Wheat Specialists
Send Samples
605 Chamber of Commerce
BOSTON, MASS.

Board of Trade
Members

PEORIA

Board of Trade
Members

MUELLER GRAIN COMPANY
Receivers and Shippers
GRAIN
Consignments Solicited. Track Bids Made on Request.
Room 39 Chamber of Commerce, Peoria, Ill.

RUMSEY, MOORE & CO.
GRAIN COMMISSION
Board of Trade PEORIA, ILL.
Your Consignments solicited—Personal attention—
Quick Returns to all. Ask for Our Bids

BUCKLEY, PURSLEY & CO.
Commission Merchants
GRAIN AND SEEDS
10 Chamber of Commerce PEORIA, ILL.

When you see it in the
JOURNAL
help us by saying so

G. C. McFADDEN & CO.
Merchandisers of Grain
Shippers of Corn and Oats
Members Chicago Board of Trade PEORIA, ILL.

A. W. HARWOOD **E. H. YOUNG**
HARWOOD, YOUNG CO.
GRAIN COMMISSION MERCHANTS
Quick Service—Prompt Returns—Good Results
Board of Trade Peoria, Ill.

Board of Trade
Members

DETROIT

Board of Trade
Members

CONSIGN
WHEAT - CORN - OATS
—TO—
DUMONT, ROBERTS & CO.
301-2 Cham. of Com., DETROIT
"The top 'o the market to you."

H. C. CARSON & CO.
WHEAT—CORN—OATS—RYE—BEANS
412 Penobscot Bldg., DETROIT
"CONSIGN TO CARSON"

DODD, MARTIN & CO.
GRAIN MERCHANTS

CLARK'S CAR LOAD Grain Tables for Reducing Pounds to Bushels
SEVENTH EDITION REVISED AND ENLARGED.
7—32 lb. tables, 20,000 to 97,000 lbs.; 8—34 lb. tables, 20,000 to 74,000 lbs.; 7—48 lb. tables, 20,000 to
97,000 lbs.; 9—56 lb. tables, 20,000 to 118,000 lbs.; 9—60 lb. tables, 20,000 to 118,000 lbs.
Printed on linen ledger paper, bound in leather, with marginal index. Price, \$2.50.
GRAIN DEALERS JOURNAL, CHICAGO, ILL.

We are buyers and
sellers of all kinds of
GRAIN
Members—Chicago Board of Trade
Detroit Board of Trade
Private Wires to All Principal Exchanges
Correspondents:
HARRIS, WINTHROP & CO.
NEW YORK-CHICAGO

Board of Trade
Members**CHICAGO**Board of Trade
MembersPHILIP H. SCHIFFLIN
PresidentEUGENE SCHIFFLIN
Sec'y and Treas.**Philip H. Schifflin & Co.**
(INCORPORATED)**Commission Merchants**
GRAIN, SEEDS and PROVISIONS515-518 Postal Telegraph Bldg.,
Tel. Harrison 833 CHICAGO, ILL.**Rosenbaum Brothers**
INCORPORATED

77 Board of Trade Building

Chicago, Ill.

Grain Merchants**CRARY-JOHNSON COMPANY**
GRAIN, STOCKS
PROVISIONS and COTTONPrivate Wires through Illinois and
the Middle West.Ground Floor Ins. Exch. Bldg.
Long Distance Tel., Har. 5992

CHICAGO, ILL.

Special attention to grain consign-
ments and commission.Good Execution Keeps Customers
Keeping Customers is Our Business**W. G. PRESS & CO.**
GRAIN, PROVISIONS, STOCKS

175 W. Jackson Blvd. CHICAGO

*Write for Daily Market Report,
Mailed Free.*39 Years Active Members Chicago
Board of Trade**PEACE**is now being considered. Markets
will go through period of read-
justment and correct news is most
important. Write for our mar-
ket letters.Send your consignments and
orders in Futures, to**W. H. PERRINE & CO.,**
309-13 Postal Telegraph Bldg.,
CHICAGO

W. A. LAMSON H. H. LOBDELL L. F. GATES

LAMSON BROS. & CO.GRAIN
1874 COMMISSION 1917
MERCHANTSOver Forty Years of Service
in the Grain Trade

HOME OFFICE

6 Board of Trade, CHICAGO

W. P. Anderson
Pres.-Treas.
H. C. Seymour
Secretary

W. P. ANDERSON & CO.
RECEIVERS

GRAIN

CONSIGNMENTS AND HEDGING
ORDERS SOLICITED
327 S. La Salle St.
CHICAGO

BARTLETT FRAZIER CO. GRAIN MERCHANTS
Western Union Bldg.
CHICAGO**LOGAN & BRYAN**

1 and 2 BOARD OF TRADE, CHICAGO

CASH GRAIN DEPARTMENT

CONSIGNMENTS SOLICITED

YOUR OFFERINGS TO ARRIVE GIVEN BEST ATTENTION

Wm. Simons
PresidentConsignments
Solicited.
We place
grain to
arrive.Geo. L. Stebbins
Secretary
S. E. Squires
TreasurerWarren T. McCray
Vice-PresidentFuture
orders
given
personal
attention.Representatives
Edgar E. Rice
W. A. Werner
Earl M. Davis
John M. DeBoltJ. Herbert Ware
Edward F. Leland**CONSIGN**your Grain and Seeds, and
send your orders for **GRAIN,**
PROVISIONS and **STOCKS** to**Ware & Leland**

160 WEST JACKSON BLVD.

Royal Insurance Bldg., CHICAGO

Long Distance Phones
Wabash 3262**RUMSEY & COMPANY**
RECEIVERS OF
RESPONSIBILITY &
CHICAGO
CONSIGNMENTS
CONSERVATISM
CHICAGOWant a Job?—Advertise in the Situation Wanted
columns of the Grain Dealers Journal

Board of Trade
Members

CHICAGO

Board of Trade
Members

FOR BEST RESULTS SHIP YOUR GRAIN AND SEEDS TO

J. H. DOLE & COMPANY

RECEIVERS AND COMMISSION MERCHANTS

226 South La Salle Street

CHICAGO, ILL.

CARHART CODE HARWOOD CO.

Grain Commission

Board of Trade
CHICAGO

Chamber of Commerce
PEORIA

MOSES ROTHSCHILD CO.

Handle consignments or sales to arrive
with equal satisfaction to the shipper.

Try them.

Postal Tel. Bldg.

CHICAGO, ILL.

Members Chicago Board of Trade

Hitch & Carder

Commission Merchants

605 Insurance Exchange Bldg. - Chicago
Tel. Wabash 6584

Henry H. Freeman & Co.

COMMISSION MERCHANTS
GRAIN HAY STRAW

66 BOARD OF TRADE, CHICAGO

H. M. PAYNTER

with H. W. ROGERS & BRO.

GRAIN COMMISSION Correspondence Solicited
522 WESTERN UNION BUILDING
CHICAGO

Harris, Winthrop & Co.

The Rookery, CHICAGO

**Stocks, Bonds
and Grain**

Consignments Solicited

Encourage ADVERTISING

by your attention—the benefits
are yours. Mention The

Grain Dealers Journal

GRAIN—HAY—SEEDS

Consignments—Grain to Arrive—Orders in Futures

Consign to us and be convinced that our service is up to standard.
Send us samples of your grain and seeds for valuation. Write
E. J. FEEHERRY, Cash Grain Dept.

WALTERS BROTHERS

75 Board of Trade

CHICAGO, ILL.

Frank W. Thomas

John T. McNally

William H. Lake

A. O. SLAUGHTER & CO.

Established 1865

GRAIN

PROVISIONS

STOCKS

BONDS

110 West Monroe St., Chicago, Ill.

Orders taken for all American and European Exchanges

Bridge & Leonard

**Grain
Department**

W. M. Timberlake, Mgr.

Chicago Long Distance Telephones
Bell—Wabash Exchange 1181
Automatic 51-084

CODES: Robinson—Universa

**ROGERS
GRAIN COMPANY**

ALL BRANCHES OF THE
GRAIN BUSINESS

FOURTH FLOOR
POSTAL TELEGRAPH BUILDING

F. S. LEWIS & CO.

GRAIN AND PROVISIONS

Correspondence Invited

50 Board of Trade **CHICAGO**

**Receivers and Shippers of
GRAIN, SEEDS, PROVISIONS**

E. W. BAILEY & CO.

Commission Merchants

72 Board of Trade Chicago, Ill.

THE QUAKER OATS CO.

MILLERS

WHEAT CORN OATS BARLEY RYE

SEND SAMPLES

1600 RAILWAY EXCHANGE
GRAIN DEPARTMENT

Chicago

Board of Trade
Members**CHICAGO**Board of Trade
Members

SHIP US THAT NEXT CAR

We are fully prepared to
give the best of service
on consignments and on
orders for future delivery

W. H. MERRITT CO.
Grain Buyers and Shippers
CORRESPONDENCE SOLICITED
87 Board of Trade, Chicago, Ill.

E. LOWITZ & CO.
Grain and Commission Merchant
SAM FINNEY, Mgr. THE ROOKERY
Cash Grain Department CHICAGO

Gerstenberg & Company
COMMISSION MERCHANTS
GRAIN AND SEEDS
Barley a Specialty
305-315 So. La Salle St., Chicago, Ill.
Personal attention given Sample Grain

J. P. GRIFFIN & COMPANY
COMMISSION MERCHANTS
79 Board of Trade CHICAGO, ILL.

Chicago Grain & Salvage Co.
DEALERS IN
SALVAGE GRAIN
Grain, Feed, Etc.
WRITE OR WIRE
930 Postal Telegraph Bldg. CHICAGO

ARMOUR GRAIN COMPANY
CONSIGNMENTS SOLICITED
We Are Fully Equipped In Every Way to Give Best Service In Chicago
208 S. LA SALLE ST. CHICAGO

CASH GRAIN SPECIALISTS
CONSIGNMENTS
E. C. BUTZ GRAIN CO.
327 So. La Salle St. CHICAGO

J. C. SHAFFER & CO. Grain Merchants, CHICAGO, ILL. 324 So. La Salle Street

When writing advertisers
mention the JOURNAL

THE CORN EXCHANGE NATIONAL BANK OF CHICAGO

CAPITAL	\$3,000,000.00
SURPLUS	5,000,000.00
UNDIVIDED PROFITS	2,000,000.00

OFFICERS

ERNEST A. HAMILL, President
CHARLES L. HUTCHINSON, Vice President
D. A. MOULTON, Vice-President
FRANK W. SMITH, Secretary

J. EDWARD MAASS, Cashier
JAMES G. WARREFIELD, Ass't Cashier
LEWIS E. GARY, Ass't Cashier
EDWARD P. SCHORNECK, Ass't Cashier

DIRECTORS

CHARLES H. WACKER
MARTIN A. RYKSON
ROBERT J. THORNE
EDWARD B. BUTLER
CHARLES H. HULBURD
BENJ. CARPENTER

CLYDE M. CARR
WATSON F. BLAIR
CHAS. L. HUTCHINSON
EDWARD A. SHEDD
ERNEST A. HAMILL

FOREIGN EXCHANGE ——— LETTERS OF CREDIT ——— CABLE TRANSFERS

ACCOUNTS OF GRAIN MERCHANTS INVITED

Chamber of Commerce
Members**BALTIMORE**Chamber of Commerce
Members

CHAS. ENGLAND & CO.
Commission Merchants
GRAIN :: HAY :: SEEDS
308-310 Chamber of Commerce, BALTIMORE

CONSIGNMENTS A SPECIALTY
JOHN T. FAHEY & CO.
Commission Merchants
Grain Receivers and Shippers
In the Market every day
Remember us on Rye BALTIMORE, MD.

Established 1882
G. A. HAX & CO.
COMMISSION
Grain, Hay and Seeds
445 North Street BALTIMORE, MD.

RECEIVERS, SHIPPERS AND BROKERS

CASH GRAIN BROKERS

Track Bids—Future Orders Solicited
MILLING OATS A SPECIALTY
Members Chicago Board of Trade
HUTTON & FRENZEL
Home Office, 405 Putnam Bldg., DAVENPORT, IOWA
Branch Office: Muscatine

Hominy Feed Meal
Mixed Stock Feed
Poultry Feed
Corn Meal
Flour

Ask for
Samples and Prices

L. E. SLICK & Co.

Bloomington, Ill.

Always in the Market
To BUY or SELL
GRAIN

UNITED GRAIN CO.

Mill Oats Chicken Wheat Screenings
DULUTH, MINN.

WHITE GRAIN CO. SHIPPERS

Fancy Oats Mill Oats
Milling Wheat
Off Grade Wheat Barley
Write for Samples and Quotations. DULUTH

Randall, Gee & Mitchell Co. SHIPPERS

Oats, Mill Oats, Screenings, Barley
and Feed Wheat
DULUTH - - MINN.

URMSTON GRAIN CO.

Indianapolis, Ind.

Commission and Brokerage

Thoroughly equipped to handle your shipments.
Careful personal attention given each car.

BELT ELEVATOR & FEED CO.

Fred Vawter Low Hill
INDIANAPOLIS, IND.

Commission—GRAIN—Brokerage

When we get your trade we will be just as
anxious to hold it as we are now solicitous
about having you send a trial car.

Receivers and Shippers

GRAIN
DAVENPORT ELEVATOR CO.
Davenport Iowa

Paul Kuhn & Co.

Receivers and Shippers

GRAIN
Terre Haute and Evansville, Ind.

BALDWIN GRAIN COMPANY

GRAIN BROKERS
BUYERS OF CAR LOTS
R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

W. M. BELL CO. SUPERIOR SERVICE

Milwaukee, Wisconsin

STACKS & KELLOG

GRAIN MERCHANTS

480 Commerce St. MILWAUKEE, WIS.
We also handle all grades of chicken feed wheat, feed
barley, screenings, off-grade and damaged grain.
Operating Private Elevator

Brainard Commission Co.

Receivers and Exporters
OATS and BARLEY
Send samples all off grade grains.
Consignments Solicited
Produce Exchange, NEW YORK

Shippers

in the Northwest read this page;
your "ad" will be read too if you
place it here.

"Iowa dealers will find Memphis a profitable
market. Write us."

H. J. HASENWINKLE CO.

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to
everyone connected with the grain trade. If you desire to
buy or rent, sell or lease an elevator or anything used by grain
dealers, try a JOURNAL want ad twice a month and your
want will soon be satisfied.

Stockbridge Elevator Co.

BUYERS OF Salvage Grains
Submit Samples and Quote Prices
JACKSON MICHIGAN

MARSHALL HALL GRAIN CO.

DES MOINES, IOWA
Call us for highest TRACK BIDS
ALL MARKETS
W. G. CASE, Local Manager

THE GATES ELEVATOR CO.

Receivers and Shippers
Grain, Hay and Millfeeds
CLEVELAND, OHIO

E. I. BAILEY

CLEVELAND, OHIO
Receiver and Shipper of
Corn, Oats, Millfeed
ASK FOR PRICES

CEDAR RAPIDS GRAIN CO.

Receivers and Shippers
CEDAR RAPIDS - IOWA

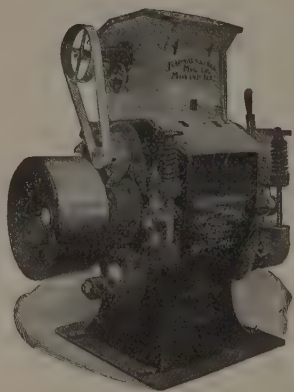
KNIGHT & McDUGAL

Grain Brokers and Commission Merchants
CONSIGNMENTS SOLICITED
New York Chicago Baltimore

E. A. GRUBBS GRAIN CO.

Greenville, Ohio
Wants Correspondence with members of the
Grain Dealers National in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and recleaned white oats.

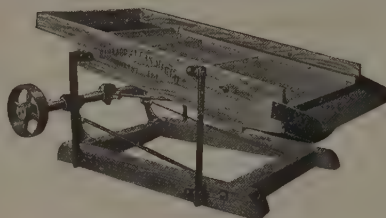
Everything for Handling Grain



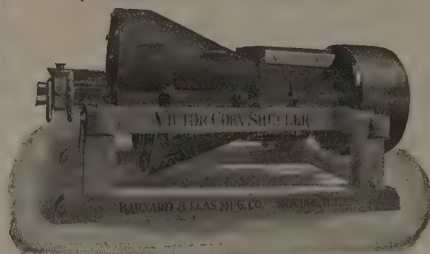
Feed Grinders

Barley Rolls

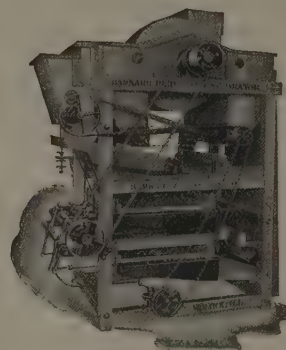
Screening Mills



Grain and Feed Screens



Pitless Shellers and Other Kinds

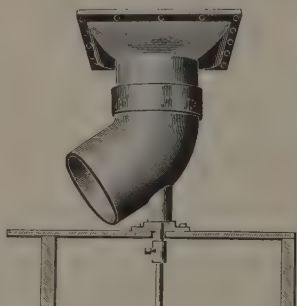


Grain Cleaners

Oat Clippers

Grain Shovels

Car Pullers



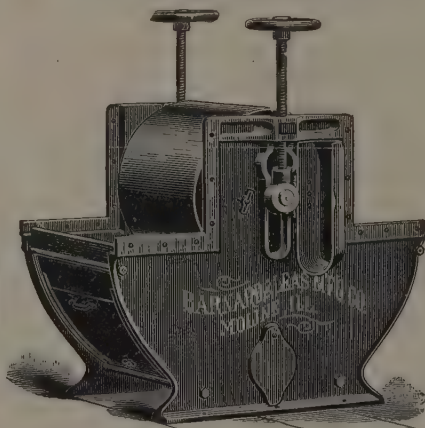
Friction Clutches

Rope Drives

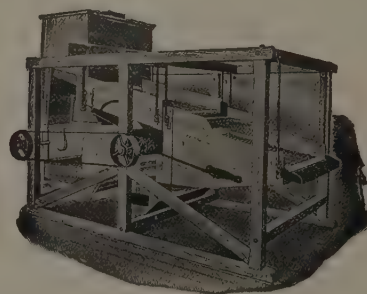
Pulleys and Hangers

Elevator Cups

Steel Conveyors



Heads and Boots All Kinds



Corn Cleaners

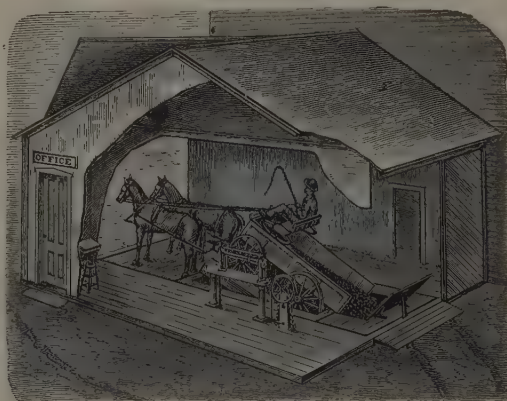
Dust Collectors

Perforated Metal
Belting

Wagon Dumps

Dump Scales

Automatic Scales



Shafting

Man Lifts

Turn Heads

Barnard & Leas Mfg. Co.

Established 1860

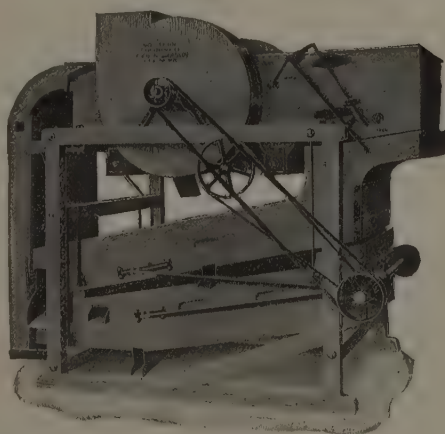
Incorporated

MOLINE, ILL.

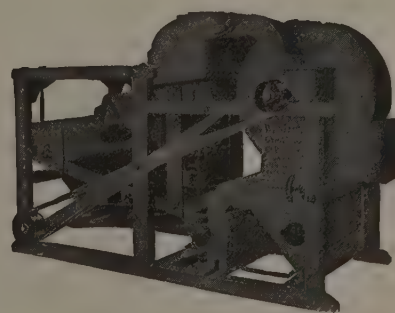
Equipping your elevator with modern up-to-date thoroughly-tried-out-and-found-satisfactory machinery is virtually adding a few ciphers to your yearly income.

It goes without saying that a well-equipped grain elevator is a source of profit to its owner. It enables him to handle the incoming and outgoing grain efficiently—efficiency increases profit. No waiting of wagons to unload, the elevator can take care of the grain as fast as it is weighed and dumped. It's really a pleasure to own and operate an elevator whose machinery runs as even and as regular as clock work. WESTERN LINE grain elevator equipment has been on the market for over forty years, and in that time has created an everlasting reputation for unequaled service. It comprises everything needed to successfully operate a grain elevator. Now that the Spring improvement season is approaching you should become better acquainted with this line of superior machinery. The grain dealer in your neighboring town has WESTERN LINE machinery installed in his plant. Drop him a line or phone him and get his opinion of it. Our customers are our best advertisers. If you will write us, we'll send our latest catalog.

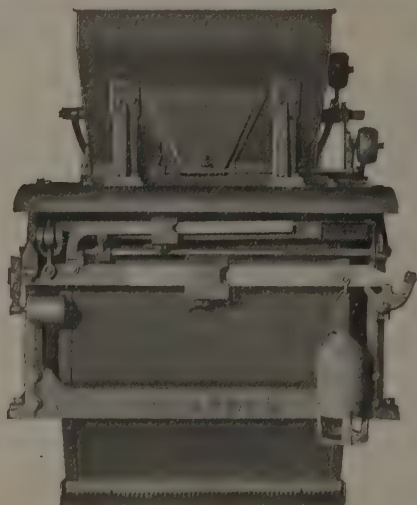
UNION IRON WORKS - Decatur, Ill.



"Western" Combined Corn and Grain Cleaner.



"Western" Gyrating Cleaner



ARE YOU PREPARED?

The Pomerene Bill requires shippers "to maintain Adequate Weighing Facilities."

Sec. 21 of the Pomerene Bill states that where the shipper maintains **adequate weighing facilities**, etc.,

IF NOT—

You'll have to comply with the term adequate—Why not install a SONANDER and insure payment of your Railroad claims?

Howe Scale Co. of Ill.

Address Nearest Office

Chicago, Ill.—1315 So. Wabash Ave.,
O. B. Main, Mgr.

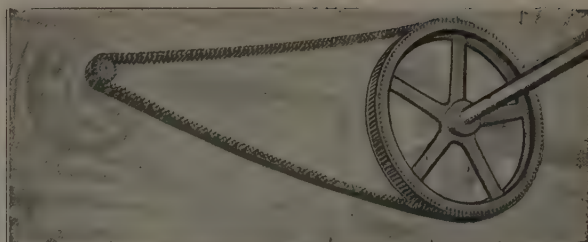
Cleveland, Ohio—1424 W. 9th St.,
Henry Vogel, Mgr.

Kansas City, Mo.—1510 Main St.,
W. C. Peak, Mgr.

St. Louis, Mo.—409 4th St.,
F. L. Rogles, Mgr.

For Washington, Oregon and Idaho business address
Pacific Scale & Supply Co.

Wm. Schweizerhof, Mgr.
40 Front St., Portland, or 546 1st Ave., So., Seattle, Wash.



Silent Chain Drives

— for —

Power Transmission

The most modern method for obtaining the full use of your electric current through your motors to your machinery.

Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make **AMERICAN HIGH SPEED SILENT CHAIN DRIVES** the ultimate solution and afford the final overcoming of your power transmission problems.

NOISELESS — COMPACT — POSITIVE — EFFICIENT

For use in driving Belt Conveyors, Legs, Screw Conveyors, Power Shovels, Fans, Hoists Lineshafts, etc.

Write for list of complete Grain Elevator installations and a copy of our Catalog No. 100.

American High Speed Chain Company

Commercial Drive Division

1402 So. Michigan Ave.

Chicago, Ill.

Factory—Indianapolis, Ind.

OUR IMPROVED RAILROAD CLAIM BOOK

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

Form A is designed to prove claims for Loss of Weight in Transit.

Form B—Loss of Quality Due to Delay in Transit.

Form C—Loss in Market Value Due to Delay in Transit.

Form D—Loss in Market Value Due to Delay in Furnishing Cars.

Form E—Overcharge in Freight or Weight.

These five forms are well bound in three styles, as follows:

Form No. 411-A contains 100 sets all Form A. Price \$1.25.

Form No. 411-B contains 100 sets all Form E. Price \$1.25.

Form No. 411-C contains 60 sets Form A, 10 sets Form B, 10 sets Form C, 10 sets Form D and 10 sets Form E. Price \$1.25.

Send all orders to

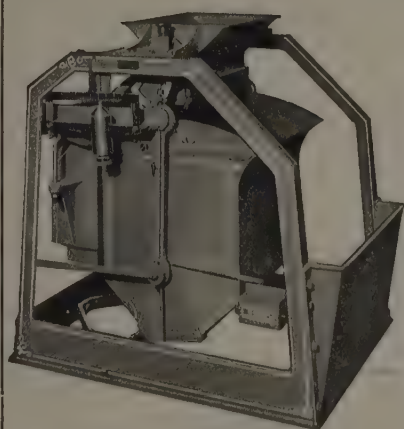
GRAIN DEALERS JOURNAL

315 South La Salle Street

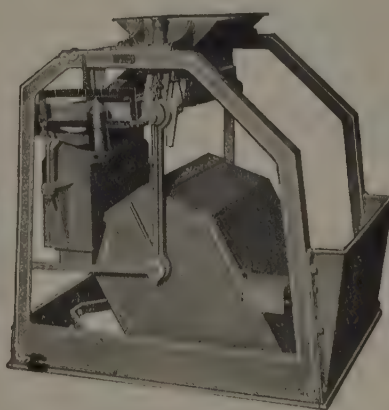
CHICAGO, ILL.

Klingler Automatic

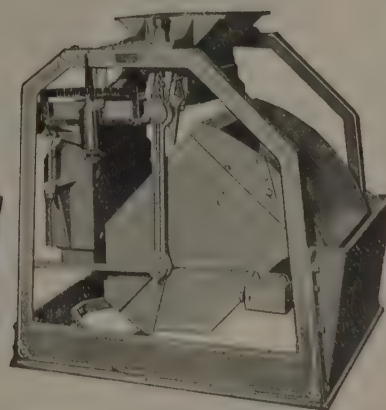
“The Simple Scale with the tilting bucket”



The Bucket in Upright Position
Ready to Receive Grain



Position of Bucket When Dumping
Weighed Grain



The Empty Bucket Swinging Back
to the Upright Position

The great simplicity of the KLINGLER Scale appeals to mill and elevator men.

The accuracy of the “KLINGLER” has astonished its owners.

Extreme accuracy is accomplished by unusual care in manufacture and reducing friction to a minimum by doing away with many working parts.

Our illustrated booklet is yours for the asking.

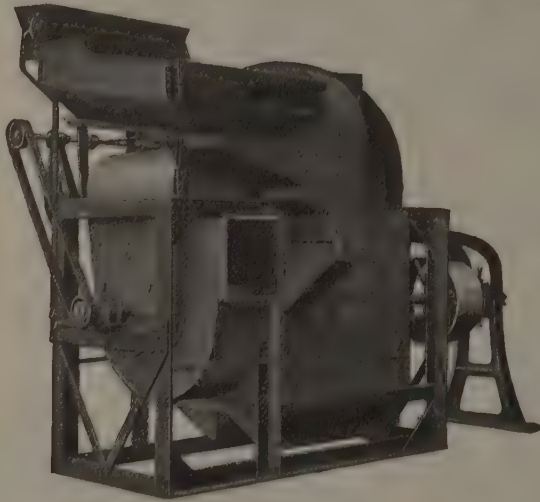
KLINGLER MFG. CO.

305 McKnight Building

-

MINNEAPOLIS, MINN.

HERE YOU HAVE IT



A Combined Cleaning Machine

with which you can clip oats or scour and polish off grade wheat

OR IF DESIRED

you can omit the clipping and scouring operation and in less than 5 minutes the machine is converted into a receiving separator with two suction and two screens.



*Eureka Combination
Oat Clipper,
Receiving Separator
and
Wheat Scourer*



The S. Howes Company

SILVER CREEK, NEW YORK, U. S. A.

The world's largest producers of high grade Grain Cleaning Machinery.

The "Clipper" Grain & Seed Cleaner WITH **Variable Air Regulator**

Different kinds of seeds and grains, and different conditions of the seeds or grains, call for varying strength of the air blast used in separating the dust, chaff, and light, shrunken seeds or grain from the heavy, perfect seeds and grain. The Clipper Variable Air Regulator gives exact control of the air blast at every desired point. "From a zephyr to a hurricane" (and every intermediate point between) exactly describes the range of air blast that can be secured by this mechanical device. We can produce a blast strong enough to blow out the heaviest grain, peas or beans, and by an adjustment requiring but an instant reduce the blast sufficient for handling the lightest seeds, such as timothy, red top or blue grass.

**Write for circular
giving full
description.**



The No. 39 Cleaner, shown herewith, is equipped with our new Variable Air Regulator. A perfectly uniform air blast, absolutely under control and entirely free from fluctuation, is one of the most essential and important considerations in cleaning seeds and grains.

A. T. Ferrell & Co., Saginaw, W. S., Mich.

WEBSTER EQUIPMENT



in the
C. & N.W.
Calumet
Terminal
Elevator

IN the big, fast terminal houses, Quality and Reliability are determining factors in selecting equipment. That is why all of the elevating, conveying and power transmission machinery and spouting in this giant of elevators, as for many of its predecessors in the last forty years, is being made by experienced hands in the shops of

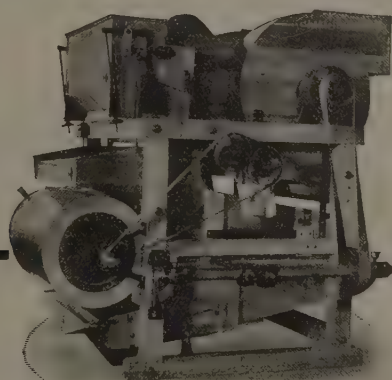
THE WEBSTER M'F'G COMPANY

(174)

Chicago

Tiffin, Ohio

New York



Monitor

"NORTHWESTERN"

99% Oats Removal

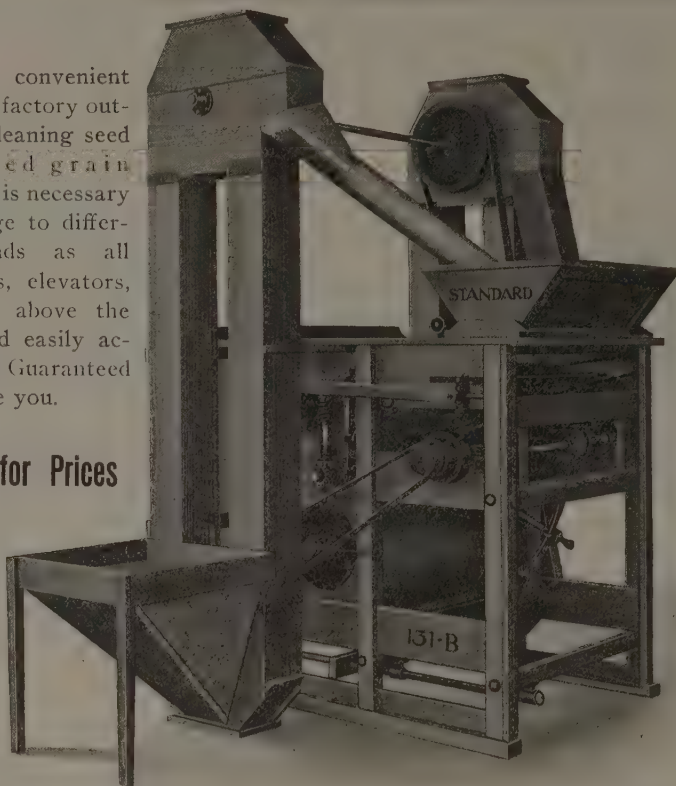
**2 Full Seasons
of Demonstrated
efficiency back of it.**

At last—a safe, simple, economical and highly practical solution of the oats-mixed-with-wheat problem—oats removal at a capacity and with an efficiency that justifies this machine's adoption wherever oat removal work is required.

HUNTLEY MFG. CO., Silver Creek, N. Y.

A most convenient and satisfactory outfit for cleaning seed and seed grain where it is necessary to change to different kinds as all spouts, elevators, etc. are above the floor and easily accessible. Guaranteed to please you.

Write for Prices



No. 131-B

Standard Seed Cleaner

with

"Traveling Brushes"

Standard "Blast Regulator"

"Feed and Sacking

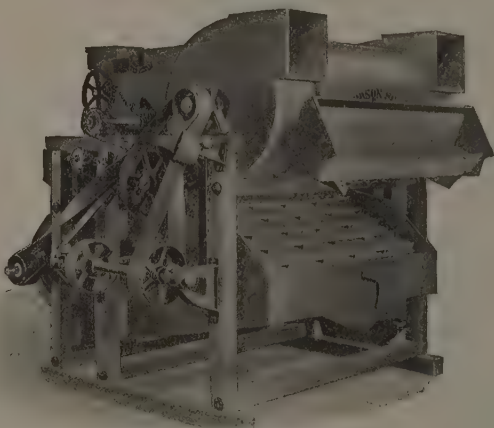
Elevators"

"Dump Hopper"

The International
Mfg. Company

Crestline, Ohio, U. S. A.

**Strong
Durable
Efficient**



**The Richardson
SIMPLEX
Is The Cleaner
You Should Have**

LET US PROVE IT

RICHARDSON GRAIN SEPARATOR CO.
15th Ave., S. E. & N. P. Tracks, MINNEAPOLIS, MINN.

Your Firm Name

will be printed free in the 15,000 copies of the 1917 List of Users of the Universal Grain Code if you notify us promptly that you have a copy of the code.

A copy of the List of Users will be sent free to you and 14,999 other live grain firms who desire to reduce their telegraph tolls.

Printed on bond paper and bound in flexible leather. Price \$3.00.

GRAIN DEALERS JOURNAL

305 So. La Salle Street

Chicago, Illinois

Push SCHUMACHER FEED

You Will Sell Feed to More Customers and Sell More Feed to Each Customer

SCHUMACHER FEED is the fastest and biggest selling feed in all the world. Partly because it is made by the world's largest feed producers; partly because it is the most widely advertised feed in the world, but principally because it is the

World's Best Feed

No other feed can take the place of SCHUMACHER. No other feed can be used and recommended for so many purposes.

For Cows: Mixed with any good high protein concentrate in the proportion of 3 to 1, it will furnish the highest producing, most sustaining ration for dairy cattle. It is this feeding plan that has made SCHUMACHER the feed of the **world's champions**—the feed that helps produce almost all the world's champions.

For Steers: SCHUMACHER FEED is a money maker for the man who is feeding cattle for market. Being finely ground, it is easily digested. Being composed principally of wheat, oats, corn and barley products, it offers a variety that keeps the appetite keen, the digestion good and rapidly puts on profit-making flesh.

For Poultry: SCHUMACHER FEED is easily digested and contains just the elements required to produce big growth and heavy egg production.

So, if you are not pushing SCHUMACHER hard—all the time—you are losing opportunities for big all year 'round profits. Follow the example of the most successful dealers everywhere.

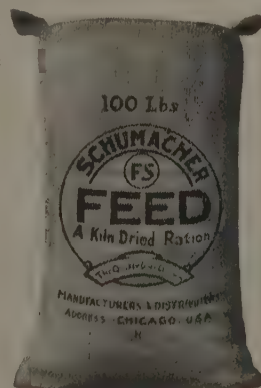
**SELL SCHUMACHER FEED TO MORE CUSTOMERS AND
SELL MORE SCHUMACHER FEED TO EVERY CUSTOMER**

If you are not handling SCHUMACHER write for terms today—now.

The Quaker Oats Company
Address: Chicago, U.S.A.

For Horses: SCHUMACHER is eaten with a relish by horses and is easily digested. When overworked, or off-feed, when the appetite needs coaxing or extra care, recommend SCHUMACHER. Being a scientific blend of kiln dried, finely ground oats, corn, wheat and barley products, it makes a natural, easily fed and easily digested, perfectly balanced grain ration.

For Hogs: If your customers want to see their "pigs grow like weeds" tell them to try giving a liberal allowance of SCHUMACHER FEED. Tell them to feed it dry or mixed with swill, skim milk or water. It will satisfy the appetite, prevent the heavy waste through indigestion so commonly noted in the hog yard, and produce astonishing gains in flesh.



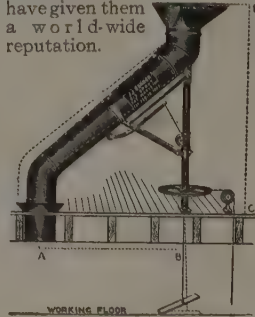
Gerber Spouting Has No Equal



The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal. Every spout guaranteed as represented.

The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

J. J. GERBER

MINNEAPOLIS

MINNESOTA

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought }
Form 385 Record of Car Loads Shipped } **PRICE, \$3.50**
GRAIN DEALERS JOURNAL, 305 So. La Salle St., Chicago

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, **CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS**

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Use GRUENDLER GRINDERS, SHREDDERS AND PULVERIZERS

when grinding Velvet Beans, Ear Corn, Cobs, Shuck, Corn Stalks, Alfalfa Hay, Bran, Screenings, Etc.
You will save money all the time

"**LEADING CHARACTERISTICS**"—Large Capacities, Least Horse-power, Most Uniform Product, Long Wearing Qualities, Small Cost for Grinding Parts and Reliable at all times.

SOME USERS OF THIS TYPE:

Planters Cotton Oil Co.,
Enterprise, Ala.
Vienna Grocery Co., Vienna, Ga.
H. V. Kelley Co., Roldaville, Ga.
Brandon Mill & Elevator Co., Marianna, Fla.
Geo. B. Mathews & Son,
New Orleans, La.,
[and hundreds of others.]

Write for information on your requirements

GRUENDLER CRUSHER & PULVERIZER CO.
928 Main St., St. Louis, Mo.

Representatives:

K. W. Taylor, Tonnille, Ga., J. W. Vaughan,
Memphis, Tenn., J. F. Dauber, Newton, Kan.



5 to 250 h.p. Belt or Motor Driven

The Van Ness Safety Roller Bearing Manlift

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton handline. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness
Construction Company**
203 Grain Exchange
OMAHA, NEB.

We Build
Modern Grain Elevators



BOWSER FEED MILLS

**GROW
HEALTHY
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—**lightest running**. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog
and folder about the value of different feeds and manures.

The N. P. BOWSER CO.
South Bend, Ind.



HALL SPECIAL ELEVATOR LEGS

No mechanism WORKS right, unless MADE right. An elevator leg is a machine. There is only one correct speed for one size head pulley in an elevator leg. Cups must fit the SHAPE of that one size pulley and be shaped to fit the SPEED of that one pulley. Cups must travel fully loaded to be commercially successful. **ONE HUNDRED PERCENT** is added to the efficiency of such a leg **MADE RIGHT**.

Elevator Legs are our SPECIALTY. We construct legs ONLY. We construct them right. We guarantee non-chokability, capacity and prove our economy in your presence—in your plant.

Can you longer afford to buy inefficiency?

THE HALL SIGNALING DISTRIBUTOR

in an ordinary country elevator increases the available bin capacity, the handling capacity and the operator's efficiency fully one thousand bushels per day.



HALL DISTRIBUTOR CO., 222 Ramge Bldg., Omaha, Nebr.

THE HUMPHREY EMPLOYEES ELEVATOR



Its service and efficiency would mean larger dividends for you during 1917 and all the years to come.

"A SAVER BOTH OF MILLERS AND OF MONEY"

Is the testimony of the Atlantic Milling Co., of Atlanta, Ga., after having installed several in their plants. It saves the millers by enabling them to get about the mill with less effort than where stairs are used. It saves money by economizing the men's time and securing better inspection and operation of machinery on the different floors.

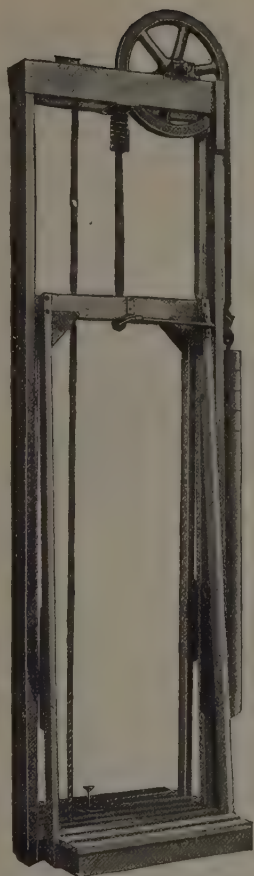
Write for particulars

HUMPHREY ELEVATOR CO.

Sole Manufacturers
FARIBAULT, MINN.

Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal



REDUCES Cost of Insurance Number of Accidents Labor

The reduction of these three things will go a long way in adding materially to your year's profits. The saving effected in the cost of insurance alone will pay for a manlift within a very short time. Accidents are always costly—in more ways than one. A man can get to the cupola of your elevator in half the time on a manlift that he spends in walking up the stairs. Now in selecting a manlift, bear in mind that there is only one that is called the

CONSTANT SAFETY MANLIFT

It is installed in hundreds of elevators throughout the country and is known to be the easiest and cheapest operated manlift on the market, and as for safety, it is the safest. It is equipped with ball bearings, adjustable brakes. All brakes work independently of each other.

Send for our latest catalog which gives more detailed information regarding this manlift together with our other grain elevator equipment. It is free for the asking.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

Say you saw it in the
Journal
When you write our advertisers
Thanks

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



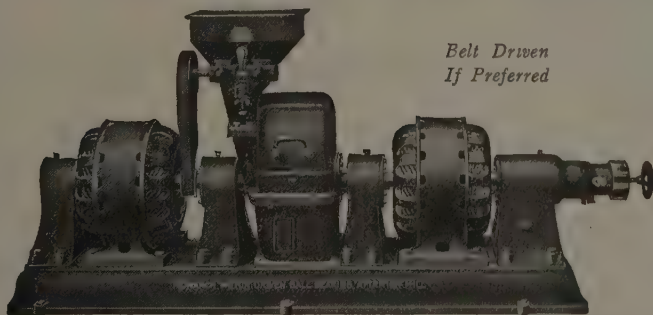
For Accurate Moisture Tests
use our Grain Dealers Air Tight
Cans for forwarding your grain
samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.

Protection Against Unnecessary Work, Worry and Waste

Is equivalent to business life insurance and the most reliable and profitable policy for the safeguarding of feed milling interests, is given to every purchaser of

The MONARCH BALL-BEARING ATTRITION MILL



*Belt Driven
If Preferred*

The purchase of a MONARCH is insurance against tram trouble, hot bearings, stoppages for repairs, oil and power waste and the inconvenience of constant attention.

Every purchaser is insured for rapid, uniform grinding at large capacity; for minimum repairs, maximum satisfaction to customers and a design and construction noted for furnishing continuously pleasing service.

Ask for free catalog D-No. 115.

Mill
Builders
Main Office and Works

Sprout, Waldron & Company

Muncy, Pa.

Chicago Office: No. 9 S. Clinton St.

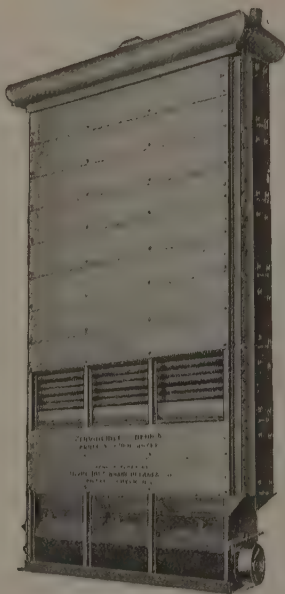
Milling
Engineers
P. O. Box No. 26

INSURANCE COMPANIES

O. K. your installation of the

INVINCIBLE-DENNIS GRAIN DRYER

You don't need to house it in a separate building—it's *safe*, as well as *efficient*.



Get our book about it.

INVINCIBLE GRAIN CLEANER CO.

Dept. 4, Silver Creek, N. Y.

It's your opportunity. Do you object to saving investment cost and at the same time getting better results?

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with **Torsion Balances.**



5055

Style No. 5055 Corn Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

Pacific Coast Branch:
49 California Street
San Francisco, Cal.

Factory:
Jersey City, N. J.

Office:
92 Reade Street
New York

**Eliminates
Spotting
Charges**



Thirty Days FREE Trial

We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

Advance Car Mover Co., Appleton, Wisconsin



THE ONLY SANE, SAFE THING

**to do is to install an All Metal
Fire Proof**

Knickerbocker "1905" Cyclone DUST COLLECTOR

The Knickerbocker Co.,

Jackson, Michigan

Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net... bushels... pounds, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, 305 So. La Salle Street, CHICAGO, ILL.

WE were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

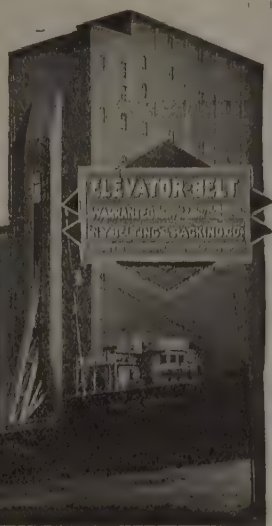
New York Belting & Packing Co.

91-93 Chambers Street
NEW YORK

124-126 W. Lake St.
CHICAGO, ILL.

2d Ave. N. and 3d St.
MINNEAPOLIS, MINN.

218-220 Chestnut St.
ST. LOUIS, MO.



IS THIS IT?

Is the belt on your Conveyor or Elevator
Like the kind that Opens Up Like the Above?
Opened Plies or Split Seams are
Absolutely Eliminated in

"R. F. & C."

Non-Separable Ply Rubber Belt

FIGURE IT OUT YOURSELF!

"R. F. & C." is a rubber belt—that

cannot open in the plies *nor* split in the seams—
will transmit full power with minimum stretch—
can be used until *worn out in service*—

IS NOT THAT THE RUBBER BELT YOU WANT
to know more about? Send for sample and full information
about "R. F. & C." patented Non-Separable Rubber Belt.

W. H. SALISBURY & CO., Inc.

"The Pioneer Belting House of the West"—Established 1855
OFFICE and FACTORY: CHICAGO, ILL.

REXALL

Double Stitched Belting

It Wears Out Before It Gives Out

There are hundreds of cases where "Rexall" has, after years of constant use, worn so thin as to be in danger of breaking under its load on long conveyors and then after being put on short hauls has given months more of service. But there is not one case that we know of where its use had to be prematurely abandoned due to separation of plies or deterioration. There is no sadder sight to the man who pays the bills than a conveyor belt that has become useless and is still only partly worn out. "Rexall" is serviceable to the last shred.

*Put the details of your conveying or elevating problem
up to our Engineering Department. We will gladly offer
suggestions. No obligation.*

Imperial Belting Company

Lincoln and Kinzie Streets
CHICAGO

42 Broadway, New York, N.Y.
423 Yeon Building, Portland, Ore.

GRAIN ELEVATOR BUILDERS



The Demand for PERFECTION Fire Proof Elevators

More PERFECTION Elevators have been ordered in the first two months of this year than were built in all of 1916.

The Security and Strength—and the **Economy**—of Perfection Construction were never more apparent than they are today.

*Illustrated Book
sent on request*

**Perfection Metal Products Company
TOPEKA, KANSAS**

Be Satisfied This Season!

**“YOUNGLOVE does all the
Contract calls for and MORE.”**

Concrete and Tile
Quick Service

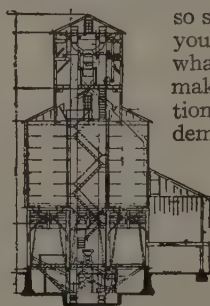
Cribbed and Balloon
Guaranteed Work

REPAIR SPECIALISTS

YOUNGLOVE CONSTRUCTION CO.
412 United Bank Bldg. SIOUX CITY, IOWA.

NOT A CHINESE PUZZLE, BUT READABLE

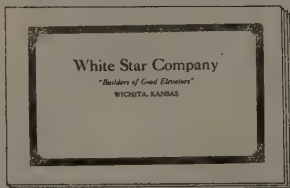
PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

**Reliance
Construction Co.**

Board of Trade INDIANAPOLIS, IND.



**Our New
Booklet of
Elevator
Construction**

Write for Catalog C-2.

White Star Co. Wichita, Kans.

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 . . . Price, \$1.75

GRAIN DEALERS JOURNAL, 305 So. La Salle St., Chicago, Ill.

GRAIN ELEVATOR BUILDERS

**FIRE PROOF
GRAIN ELEVATORS**
DEVERELL, SPENCER & CO.
Garrett Building
BALTIMORE, MARYLAND

G. H. Birchard
CONTRACTOR FOR **Grain Elevators.**
Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

B. J. CARRICO
1501 Commerce St., Ft. Worth, Texas
Designer and Contractor of
CONCRETE and WOOD
Elevators and Flour Mills

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

BETTER ELEVATORS
ARE Being Built and
W. H. CRAMER is Building them
NORTH PLATTE, NEB.

J. E. STEVENS
53 Devonshire St., Boston, Mass.
Designer and Builder of
MODERN GRAIN ELEVATORS

W. C. BAILEY
Contracts and Builds
Modern Grain Elevators
We can furnish and install equipment in old
or new elevators, guaranteeing greater capacity
with less power, and positive Non-Chok-
able working leg. Let us show you.
433 Range Bldg., OMAHA, NEBR.

HICKOK Construction Co. **ELEVATORS**
MINNEAPOLIS
818 Flour Exchange

**ELEVATOR
CONSTRUCTION
SPECIALIST
SINCE
1881**

"HAVE IBBERSON BUILD IT"
Write
For Our
New Booklet
T. E. IBBERSON
MINNEAPOLIS, MINN.

MACDONALD ENGINEERING CO.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
MONADNOCK BLDG. CHICAGO, ILL.

D. F. HOAG & CO.
Designers and Constructors of
GRAIN ELEVATORS
202-4 Corn Exchange, Minneapolis

A. F. ROBERTS
ERECTS ELEVATORS
FURNISHES CORN MILLS
WAREHOUSES
PLANS ESTIMATES
MACHINERY
SABETHA, KANSAS

It is of Mutual Benefit to
Mention The JOURNAL
when writing Advertisers

C. E. BIRD & CO.
Grain Elevator Builders
Minneapolis, Minn.

**NEWELL
CONSTRUCTION CO.**
CONTRACTORS DESIGNERS
AND BUILDERS
ALSO WHOLESALE OF
ELEVATOR AND
MILL SUPPLIES
430-432
GRANBY BLDG.
CEDAR RAPIDS
IOWA

**THE
STEPHENS
Engineering Company**
Designers and Builders
GRAIN ELEVATORS
Monadnock Bldg., Chicago

Tell us what you
need for your
Grain Elevator
and we'll tell you
where to get the
latest and best.

INFORMATION BUREAU
Grain Dealers Journal, 305 So. La Salle St.,
Chicago

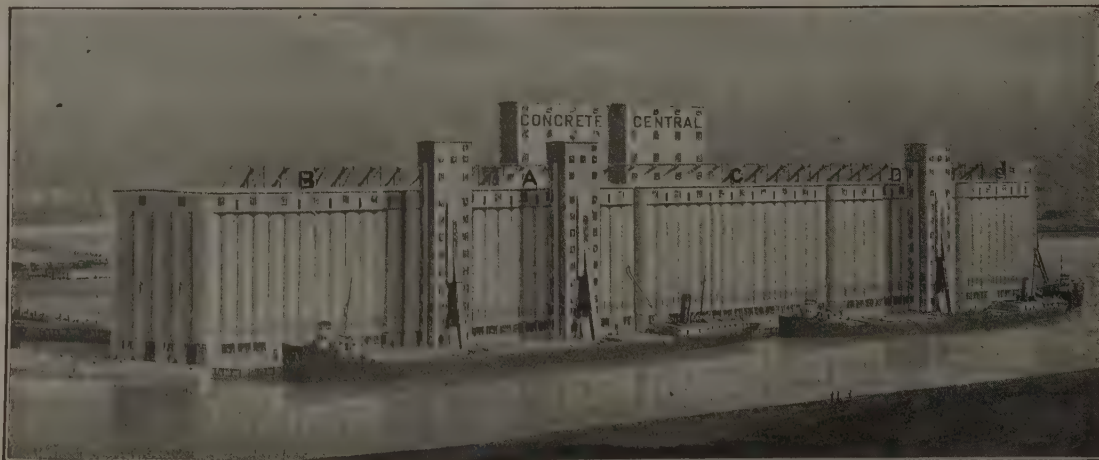


"BURRELL BUILT" GRAIN ELEVATORS CONCRETE OR WOOD

Are the Last Word in Convenience and Economy of Operation
With a Plant One Hundred Per Cent Right, An Operator Is Free to
Devote His Entire Energies to Developing Profitable Trade Without
Being Handicapped by Mechanical Worries.

More Than Seven Hundred "Burrell Built" Plants Now in Operation.

BURRELL ENGINEERING & CONSTRUCTION CO.
Webster Building
CHICAGO
Lewis Building
PORTLAND, ORE.



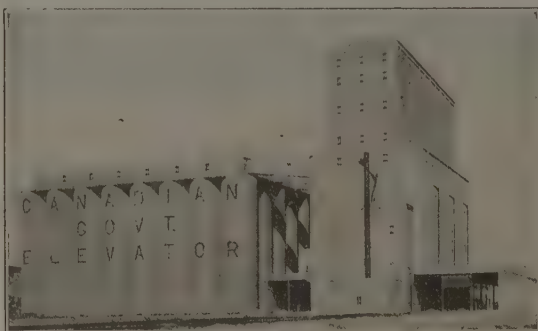
CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.



Terminal Elevator, Calgary, Alta. 2,500,000 Bushel Capacity. Recently Completed.

WE BUILD REINFORCED CON-
CRETE STRUCTURES OF ALL TYPES

Grain Elevators, Mills and Industrial Plants a Specialty

Our Engineering Department is ready to solve
your problems and furnish preliminary estimates

JANSE BROS., BOOMER, CRAIN & HOWE
GENERAL CONTRACTORS

717-718 Dime Savings Bank Bldg., Detroit, Mich.

Also Zeigler Block, Spokane, Wash.

Mackie Block, Calgary, Alberta

Canadian Government Grain Elevator Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAM, ONT.
DULUTH, MINN.
MINNEAPOLIS, MINN.





C. & N. W. RY. Calumet Terminal Elevator
South Chicago, Illinois

Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels.
To be operated by the Armour Grain Company of Chicago.

Designing and Consulting Engineers for Entire Work
John S. Metcalf Company, Limited
GRAIN ELEVATOR ENGINEERS

National Mutual Buildings, Collins Street
MELBOURNE, AUSTRALIA

54 St. Francois Xavier Street
MONTREAL, CANADA

108 South La Salle Street
CHICAGO, ILL., U. S. A.

35 Southampton Street
LONDON, W. C., ENGLAND

WITHERSPOON-ENGLAR CO.

Built this Daylight, Fireproof Milling Plant
for the Southwestern Milling Co., Kansas
City, Kans.

Capacity, 400,000 Bus.—400 Bbls.

Electrically Driven and Modern in Every Respect.

WITHERSPOON-ENGLAR CO.

1247 Monadnock Bldg. CHICAGO, ILL.

Builders of Modern Fireproof
MILLS AND ELEVATORS



The 2,000,000 Bushel
WESTERN MARYLAND ELEVATOR
at Baltimore

JAMES STEWART & CO., Inc.

Designers and Builders.

GRAIN ELEVATORS

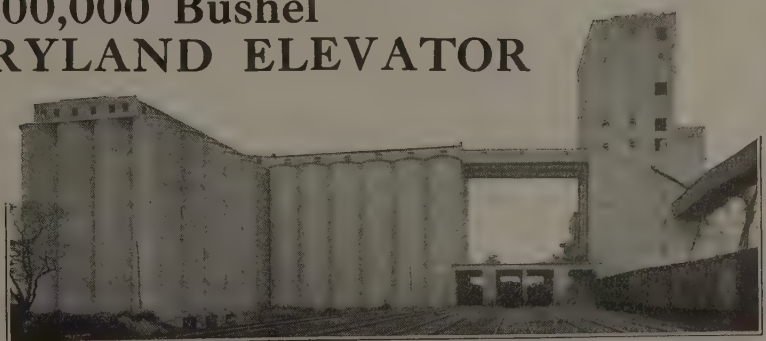
BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.,

15th Floor Westminster Bldg.

CHICAGO

W. R. SINKS, Manager





Well, What Are You Going To Do About It?—You Gasoline Users

What are you going to do about this ever-increasing price of Gasoline? Gasoline is steadily going higher in price, and lower in quality. You cannot afford to use it as a fuel from an economical standpoint, nor can you afford to throw away your present Gasoline engine. We can cut the fuel cost 60% and save the engine for your power plant, with our KEROSENE CARBURETOR.

WHY NOT LET US DO IT?

KEROSENE CARBURETOR COMPANY
FRANKFORT, INDIANA



Are You Wasting Money?

Operating machines and what that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA



BUY A WITTE High-Grade Engine

I can ship immediately—any size or style—WITTE Kerosene or Gasoline Engine—2 to 22 H.P., Stationary, Portable or Saw-rig—all ready to run on arrival. Why wait 6 to 8 weeks, or longer, when I can ship you a better engine Now! Today!!—so that it will be earning a part of its cost. Cash or Easy Payments. Immediate shipment gives superior factory service. My Free Book, "How To Judge Engines," tells why I save you \$25 to \$100, and sell you a better engine. Yours for a postcard. E. H. WITTE.

WITTE ENGINE WORKS,
3376 Oakland Av., Kansas City, Mo.
3376 Empire Bldg., Pittsburgh, Pa.



Chicago Hay Market FOR BEST RESULTS

Always Ship

ALBERT MILLER & COMPANY

192 North Clark St.

"LARGEST HANDLERS OF HAY IN THE MIDDLE WEST"

REFERENCES { First National Bank, Chicago
National City Bank, Chicago
National Produce Bank, Chicago

Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of weights of grain received. At the top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each book has 120 pages, 8 1/2 x 14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Weighs 2 1/2 pounds.

Order Form 12AA. Price, \$1.75

Grain Dealers Journal
305 So. La Salle St., CHICAGO, ILL.



Distinctively Individual

not only in construction but in service rendered. Power experts in our employ will solve any power problem that you wish to present, and fully convince you that the Money Making MUNCIE is THE engine for your individual needs. We want to hear from you.

Muncie Oil Engine Co.
516 Jackson St. Muncie, Ind.

Have You Seed For Sale?

Do You Wish To Buy Seed?

See our "Seeds For Sale—
Wanted" Department
This Number.

The Automatic Dump Controller USED EVERYWHERE!



Why not have the best, most up-to-date equipped Elevator in your section of the country?

There is but one way, i. e., Buy the machinery required to make it the best.

Farmers will take their grain to the man who is prepared to give them the best and quickest SERVICE.

The Dump is the most important part of your house.

Why not use the most modern device for controlling your dump?

OUR DUMP CONTROLLER IS A "TRADE GETTER AS WELL AS A TRADE KEEPER."

Send for circulars. They will be forwarded upon request.

L. J. McMILLIN
523 Board of Trade Bldg.,
INDIANAPOLIS, INDIANA

KENNEDY CAR LINERS

Prevent Leakages
Avoid Claims
Saves Money

Used by Thousands of
Progressive Shippers

MADE BY

**THE KENNEDY CAR
LINER & BAG CO.**
SHELBYVILLE, INDIANA

Prevent
CLAIM LOSSES
with
**TYDEN
CAR SEALS**

Bearing shipper's name
and consecutive numbers.

6000 SHIPPERS
Are now using them.
Write for samples
and prices.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg. CHICAGO, ILL.



Dear Mr. Grain Dealer:—

You can do your bit toward increasing farm field yields, improving quality, hastening maturity, and decreasing the growing costs of all crops grown in your vicinity by pushing the sale of

Armour's Fertilizers

It is a logical product for you to handle.

The fertilizer problem is a feeding problem as is stock feeding. Plants must be well fed to be fat. Food must be at hand. Plant feeding comes first—and cheapens stock feeding—and people feeding. Increased yields decrease growing costs. Proper corn plant feeding hastens maturity, avoids frost damage and soft corn losses. Fertilized meadows double their yields.

Armour's Farm Bureau in charge of Dr. R. J. H. DeLoach, former Director of the Georgia Experiment Station, is at your service.

Armour Fertilizer Works

Baltimore, Md. Greensboro, N. C. Chicago, Ill. Atlanta, Ga.
Jacksonville, Fla. New Orleans, La. Nashville, Tenn.

1429

FOUR THINGS

the advertiser considers before an advertisement is placed:

**CIRCULATION
QUALITY
INFLUENCE
RATES**

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.



HOTEL DYCKMAN
6th Street Near Nicollet
MINNEAPOLIS NEWEST HOTEL

325 Rooms, Every Room with private bath
Rates \$1.50 to \$5.00 per day

The DYCKMAN gives more for the money
than any hotel in the Twin Cities
Headquarters for the Grain Trade
H. J. TREMAINE, President and Manager

Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.



No Need to Scoop Grain in a Dirty, Dusty Car

"If there is anybody in the whole world that has any doubt about the value of your Air-Blast Car Loader, send them to me." Russell Williams, Mgr. Farmers Union Co-Op. Assn., Winslow, Neb.

"The loader I bought from you certainly does the work." C. F. Cranor, Sycamore, Ind.

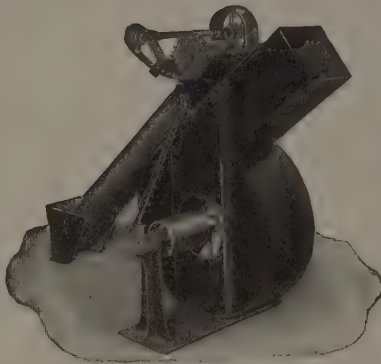
"It has everything skinned I ever saw for loading grain." W. H. Barret & Bro., Owaneco, Ill.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. Horse Power required from 4 to 12 Horse Power, depending upon speed and capacity desired. CANNOT injure the tenderest grain. Grades improved. Can be equipped with simple grain cleaning device to remove and convey away dust, dirt, chaff and other foreign material. Mr. Crowe, at Beason, Ill., reduces his foreign material to one per cent and less. Thirty days' trial allowed. Simple and easy to install. Write for our booklet, "Don't Swallow the Dust." It tells all about our car loaders. It's Free.

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.



Whether You Build or Remodel

you want the most simple and up-to-date equipment, and that is the BERNERT line of pneumatic grain handling machinery. If you are in need of a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader, or Track-loader, both stationary and portable, etc., then do not wait, but write today for catalog and descriptive matter to the

BERNERT MFG. CO.
759-33d St., Milwaukee, Wis.

Everything in Pneumatic Grain Handling Machinery

If you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic

CAR LOADER

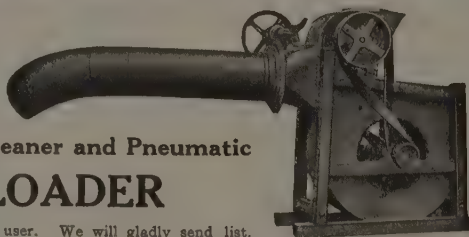
become acquainted with any user. We will gladly send list.

Why you should install the MATTOON

It is impossible for it to mill or crack the grain. It will fill largest cars to full capacity, without any labor in the car. Strong and durable, automatic in action, and requires no attention after starting. Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



WHEAT TABLES

Clark's Wheat Tables or reducing wagon load weights to bushels, reduce any number of pounds up to 4,090 to bushels of 60 pounds each. In addition to the regular reduction table, 4 tables showing the dockage of any quantity up to 4,090 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing flaxseed, rye, or shelled corn up to 4,090 lbs. to bushels of 56 lbs. Printed in two colors on heavy Bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents

GRAIN DEALERS JOURNAL,

315 So. La Salle Street, CHICAGO, ILLINOIS

FOURTEEN YEARS' PAINT SERVICE

DIXON'S SILICA - GRAPHITE PAINT

gave fourteen years' paint service on elevators owned by the Globe Elevator Company. Other grain elevator concerns have had similar experience. The reason why Dixon's Paint is most widely used on grain elevators is because

It Lasts Longer;
Costs Least Per Year;
Always Best Quality;
Most Reliable;
Most Popular.

By using DIXON'S SILICA-GRAPHITE PAINT, you SOLVE your paint worries; you lower your yearly paint costs, and you get superior service. Booklet No. 15B is free.

JOSEPH DIXON CRUCIBLE COMPANY
JERSEY CITY, NEW JERSEY

RICHARDSON

TYPE REGISTERING AUTOMATIC SCALES

RICHARDSON SCALE COMPANY

307 Cedar St. Bldg. OMAHA
406 S. State St. CHICAGO
Factory PASADENA, N.J.
107 N. Emporia WICHITA
406 S. Third St. MINNEAPOLIS

I Am the Man You Want

I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

Grain Dealers Journal Want Ad.

Grain Elevators Wanted

Grain elevators in all sections of the country are in great demand at this time. If grain dealers who wish to dispose of their plants will properly place before the trade a complete description of the elevator they wish to sell they will find many buyers.

The most thoro and effective manner in which to place an elevator before the trade, is thru the "Elevators For Sale" columns of the Grain Dealers Journal. This enables you to place your proposition before over 6,500 possible buyers who recognize the Journal as the grain trade's accepted medium for "Wanted-For Sale" advertisements.

After running an advertisement in the "Elevators For Sale" columns of the Journal a few times we received the following letter from N. L. Layer & Son, Wyatt, Ind.:

We were more than pleased with the results our ad in the Journal gave us. We received 28 answers from parties who were interested, and the parties who bought first learned of our elevator through the Journal's advertising columns.

Letters from other users of the "Elevators For Sale" columns

We are in receipt of yours of the 20th and beg to state that thru your valued paper we have succeeded in selling our elevator. Helm Grain Co., St. Joseph, Mo.

We sold our elevator thru the advertisement in the "Elevators For Sale" columns of the Journal. John Ristvedt & Son, Paton, Iowa.

The Journal was a valuable aid in selling our elevator, which we had advertised in the "Elevators For Sale" columns. Newcomer & Delozier, Adair, Okla.

This is convincing proof that if an elevator in good repair, located in good grain territory, is offered to the trade thru the Journal, it will be sold quickly and without paying a commission. In each of the above cases the elevator was fully described, telling the prospective purchaser the essentials he should know to consider its purchase. This, together with the fact that the announcement was placed before the right men, brought quick and satisfactory sales.

Advertisements in this department cost but 20c per type line each insertion; 10% discount for cash.

Do you wish to sell an elevator?

Do you want to buy an elevator?

Whatever you wish, write full particulars to

For Sale-Wanted Dept.

GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

KANSAS elevator and coal business for sale; good location. For particulars, address H. F. Adams, Lyons, Kan.

IOWA elevator and coal business for sale; fine location. A. L. Tollefson, Est., Mt. Ainger, Iowa.

FOR SALE—A good elevator in good locality; no competition. Inquire of "Kansas," Box 5, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA one good elevr. well located, 15,000 bu. cap. Owner wants to sell and will make price right. Address Grain Box 5, Grain Dealers Journal, Chicago.

FOR SALE—50,000 bushel Red River elevator handling upwards of 150,000 annually; paying side lines. Address Red River, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and feed mill, feed, flour, grain, seeds, phosphate, poultry supplies; in Dairy section Central New York. For particulars, address R. N. Dershner, Dryden, N. Y.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

FOR SALE—A modern 35,000 bu. capacity elevator in best corn and oats territory of Western Indiana, averaging over 200,000 bu. annually, \$20,000.00 including a modern residence. Address Hen, Box 5, Grain Dealers Journal, Chicago.

FOR SALE—Elevator and feed mill; capacity 12,000 bushels; feed mill doing good business, annual amount \$100,000.00; located on R. R. land, town 1,800; no competition; on main line R. R. Eastern Iowa; good farming community. Address Town, Box 5, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—On account of death of our Mr. John Devin, elevator at Tuscola, Ill., situated on I. C. track, is for sale; 4 dumps, 2 elevators, electric power (85 horse), gravity load, private track, good repair; storage for 15,000 bu. ear corn; 15,000 bu. shelled; machinery good. Address R. & J. Devin, Tuscola, Ill.

FOR SALE—Modern up-to-date elevator, fully equipped, 60,000 bu. cap., also modern mixed feed plant and 2 large warehouses in connection, located in best grain belt of Texas and only elevator in city of 150,000 population. Offers an exceptional opportunity for some enterprising firm; a bargain. Address Cross, Box 4, Grain Dealers Journal, Chicago, Ill.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

ELEVATORS FOR SALE.

OHIO elevator, warehouse and coal sheds for sale, 100 car point for \$5,000; no trade. Address John E. Bonner, LaTus, Ohio.

SOUTHWESTERN OHIO—Three elevators for sale in good grain section; elevators in good repair. J. & J. Leas, West Manchester, Ohio.

FOR SALE 30,000 bu. cribbed elevator and coal business; only one in small town Southern Minn., some trade. Box 405, Austin, Minn.

FOR SALE—Two elevators located in fine farming country in Indiana; no competition. For further particulars and price address Hite, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain Elevator, coal sheds, tool house; all built two yrs. ago; owners cannot give business the attention it requires. Address Own, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and coal business in Central Iowa on C. M. & St. P. R. R. large territory and good competition. Have other business. For further particulars, address Correll, Box 5, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—One cribbed iron clad elevator, capacity 40,000 bushels, also coal and cement trade at Downs, Ill.

One studded iron clad elevator, capacity 60,000 bushels, also coal trade at Ford Woods, Ill.

Downs Grain Co.
Inquire at Farmers Bank Downs, Ill.

COLORADO—For Sale 25,000 bu. elevator with fuel and feed business, in the famous Arkansas Valley. Good town, wideawake, healthy climate. Doing good business, thoroughly equipped. Good reason for selling. This is a money maker. Address J. B., Box 4, Grain Dealers Journal, Chicago.

OHIO—10,000 bu. capacity grain elevator for sale; located on the Penn. R. R. in small town of about 100, very good farming district. The building is in good condition; doing \$30,000 worth of business annually. If you mean business, address Board, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

NEBRASKA bargains for sale. 10 elevators capacity 10,000 to 50,000 bus. Central Nebraska; attractive prices. List your elevators with me for results, Gay W. Miller, Elevator Broker, Lincoln, Nebr.

ELEVATOR BUYERS save \$1,000 by getting choice out of my private list, gratis. ELEVATOR BUYERS get access to the entire field of buyers by listing your elevator with me.
John A. Rice, Elevr. Broker, Frankfort, Ind.

ELEVATORS WANTED.

WANTED—Central Illinois elevator, handling at least 250,000 bus. Address Cash, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—A first class elevator with good business within 75 mi. of Indianapolis. Give full particulars first letter. Address B. A. 142, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—To buy several elevators without competition in Northwestern Missouri, Southwestern Iowa and Northeastern Kansas. Address Rich, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—Good elevator that can be bought right for cash; in good grain section of Eastern Illinois or Western Indiana. Address H 64, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED TO LEASE—An experienced grain man desires to lease a good elevator located in good grain territory or will take over a good grain business and operate it on a partnership basis. Address Fay R. Best, Sidney, Ill.

WANTED—To buy or lease elevators in Northeastern Indiana or Northwestern Ohio or will furnish funds and operate on joint account. All correspondence strictly confidential. Address Wayne, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR EXCHANGE—157½ acres located in Northern Okla. ¼ mile of Arkansas River, one and one fourth mile of producing oil well; extra good improvements and good land for an up-to-date elevator located in a good grain country with fair competition. Address SRW, Box 5, Grain Dealers Journal, Chicago, Ill.

LUMBER FOR SALE.

From the wrecked Armour Elevator, Chicago, Illinois, several million feet of No. 1 Hemlock and Pine Lumber, thoroughly dried and in good condition; equally as good as new lumber and at much lower prices.

Nails have been removed, ends trimmed; lumber is sound and very good stock in sizes of 2x4, 2x6, 2x8 and 2x10, in lengths from 8 to 18 feet; different lengths and sizes sorted in different piles. Also, timbers of different sizes and lengths; can be loaded on cars or wagons.

This stock is bright and thoroughly dried and has not been exposed to the weather for several years. For further information and prices address O. Quarnstrom, 1102 N. Clark St., Chicago, Ill.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

BUSINESS OPPORTUNITIES.

EXCHANGE—Central Iowa Farm, 160 acres, for Grain or Lumber business. Address P. O. Box 386, Cedar Rapids, Iowa.

FOR SALE—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

CENTRAL INDIANA—Grain, feed, flour and seed business for sale; property modern in A-1 condition. Profits last eight years \$8,000.00 net annually. Priced to sell. Address Annual, Box 5, Grain Dealers Journal, Chicago, Ill.

DO YOU want to buy one-half interest in a 200-bbl. roller mill with elevator, also electric light plant in connection for lighting city? Located in thrifty town in Missouri; a paying proposition; will sell mill and elevator without light plant or will sell entire plant, but prefer to sell one-half interest; will rent mill and elevator, oil engines for power. If you mean business, address Mill, Box 4, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE

FOR SALE—25 bbl. mill in connection with a 20,000 bu. capacity elevator. Good location. Address C. L. Peterson, Exchange Bldg., South Omaha, Nebr.

FOR SALE at a bargain, 100-bbl. mill, 20,000 bu. elvtr. in Kansas wheat belt; would trade for Kansas or Oklahoma land. Address Day, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Big dividend payer; has averaged better than 30% annually for past 18 years; 350-bbl. Illinois mill. I am selling cheap to close an estate. P. O. Box 653, Murphysboro, Ill.

A BARGAIN if sold quick—One of the best mill buildings, concrete dam, water power and location in eastern New York. Flour and feed equipment modern and complete. Address Center, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE.

80-bbl. Flour Mill. Mill run with 75 hp. gas engine installed less than 2 years ago, power costs less than two cents per bbl. New sifter installed less than four years ago. Mill has been run day and night during the last two years; has been kept in good condition. In good grain and dairy section. Have attrition mill and 9x24" feed mill for feed grinding. Private R. R. siding for five cars at one time; can sell all flour mill can make in Cleveland, Ohio, in car lots. Will sell for \$10,000 cash. For further information, address O. W. Rechsteiner, Seville, Ohio.

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

SITUATIONS WANTED

WANTED—Position as mgr. of elvtr. by married man, experienced and capable. Best of ref. J. McDonald, Box 312, Walter, Okla.

WANTED—Position as traveling solicitor or mgr. of elevator; 16 years business exp. 5 yrs. engaged in grain business in Washington. 37 yrs. old, married. Good ref. furn. Address Local, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—Position with large grain firm; several years exp. as buyer and salesman; age 37, married. Have good knowledge and wide acquaintance with Rec. and shprs. in South. Address Pen, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—By young, energetic, business getting man of 25, position with good grain firm as Salesman on brokerage commission basis. Well educated and fully capable. Prefer New England or Eastern territory. Address Box 280, Peabody, Mass.

WANTED—Position as Manager of Farmers Elevator Company by man with 10 years' experience with Line and Farmers elevator; 42 years old; married; can furnish best of references; speak English and German. Address Fred, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—Young married man wants position as manager, thoroughly experienced in elevator and feed business, also in cleaning and grading grains and feed seeds. At present with one of the largest grain and seed firms in the country. Address Clover, Box 6, Grain Dealers Journal, Chicago, Ill.

NOTICE.

A MANAGER who has had four years experience as agent for line companies and ten years experience as manager for Farmers Elevators, who is now under a \$3,000 bond at a salary of \$1500 per year and can furnish the best references, desires to change. If interested, write Experience, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—Position with some grain, milling or feed concern who need new blood in their business, an individual upon whom they can depend absolutely, capable of taking responsibilities and meeting public; have had several years experience with Private Wire houses as Telegraph Operator also as Manager of branch offices; married, good appearance, personality and education; good correspondent, also use typewriter. Address Type, Box 5, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—An experienced elevator man; must be married, handy with tools and good with an engine and machinery. Good position to right man. Chase Grain Co., Chase, Indiana.

WANTED—Young man of A No. 1 experience in merchandising wheat, corn and oats in wholesale grain office in the heart of the wheat belt of Kansas; one who has some capital to invest and take half interest in the business. Nothing but hustler wanted. Address Bank, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—Grain and stock buyer, \$75.00 to \$100.00 per month for S. D. country point by small line company July 1. Must be married, speak Norwegian, be a good mixer, hustler and business man. Give experience, references and salary expected. Address Norway, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—A reliable competent elevator man to take first place and take charge of elevator, be able to keep house in good condition and keep things up in shape; electric power. No boozor need apply. Also could use man to keep books in office; good wages and steady work in both cases. Address P. G. Box 5, Grain Dealers Journal, Chicago, Ill.

MAN WANTED

with experience and trade acquaintance with chicken wheat and screenings dealers to handle this end of the business for shipping concern. Must know the business thoroughly. Answer giving experience and territory where acquainted. Address Mac, Box 6, Grain Dealers Journal, Chicago, Illinois.

Profit and Loss

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may increase my profits and avoid losses by keeping well-posted, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents for one year's subscription.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

bus.

State.....

ENGINES FOR SALE.

PARTIES wanting a first class 22 h.p. gasoline engine at a sacrifice, address Howes Scale Co., Chicago.

FOR SALE—50 hp. Ames engine, excellent condition, for \$250, one third its value. E. P. McKinney, Binghamton, N. Y.

FOR SALE—One W. P. Callahan, Dayton, Ohio, 60 hp. gas engine complete; fine order. C. H. Horton Co., Painesville, Ohio.

FOR SALE—12 h. p. Fairbanks Morse gasoline engine, cheap. Address South, Box 5, Grain Dealers Journal, Chicago.

FOR SALE CHEAP—2 Stationary St. Mary's 30-35 h. p. gas or gasoline engines. The Western Reserve Seed Co., Norwalk, O.

FOR SALE—International kerosene engine; 50 hp., 2 cylinder, with batteries and magneto; big bargain. Address C. O., 610 Majestic Bldg., Milwaukee, Wis.

FOR SALE—One 12 h. p. Fairbanks engine complete with fuel tank, magneto and clutch pulley. The Hiawatha Light, Power & Ice Co., Hiawatha, Kans.

FOR SALE—100 h. p. Fairbanks Morse gas engine complete with gas producer. Bargain if taken at once. Farmers Elevator and Alfalfa Mill Co., Minneapolis, Kans.

HIGH GRADE ENGINE VALUES

You Cannot Afford to Overlook.
16hp Badger \$285. 16hp Stover \$365.
15hp Foss \$325. 20hp Fairbanks-Morse \$415. 40hp Lorraine kerosene engine \$525.
20-25hp Nash two cyl vertical gas engine \$350. 25hp Lauson kerosene \$535. 30hp Lauson gasoline \$435. 60hp Model four cyl governor controlled 7 1/2" bore 10" stroke \$535. Many others. Send for book of high grade engine values for stationary, portable, tractor, marine, automobile and aeroplane purposes.

BADGER MOTOR CO., MILWAUKEE, WIS.

STEAM ENGINES—BOILERS.

FOR SALE—Economic boiler, 25 hp. No. 6; 12 hp. 6x9 D. engine; 3x2x3 Worthington pump; one 11-16 inch shafting. C. T. Strobach, Rolla, Mo.

FOR SALE—Two 60 hp. boilers, Atlas make, with stakes, \$200 each; one 100 hp. boiler, Era City, 75 hp. Chuse engine, boiler and feed pump, water heater and pipes, \$1,000; Edna Light, Ice and Water Co., Edna, Texas.

FOR SALE—One 72"x18' Tubular Boiler good for 180 lbs. working pressure; one 16x36" Corliss engine; four 50 h.p. Firebox boilers. Various other material. Contractors Machinery Company, 1010 Kansas Ave., Kansas City, Kans.

ADDRESS WANTED.

PRESENT address wanted of C. A. Lowe, formerly of Enid, Dill and Cordell, Okla. National, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—Present whereabouts of O. D. Osborne, formerly of Central Fire Appliance Co., Peoria, Ill. Bind, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—Present address of E. G. Beall, formerly of Beall Grain Co., Wichita, Kan., and later reported in Kansas City, Mo. Form, Box 6, Grain Dealers Journal, Chicago, Ill.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

MACHINES FOR SALE.

FOR SALE—Eureka grain cleaner, capacity 1000 bushels per hour; in good working order. Address L. Spelts, Sterling, Colorado.

FOR SALE—Willford No. 1 three-roller feed mill in good condition; will sell cheap if taken at once. Address Clitherall Grain Assn., Clitherall, Minn.

FOR SALE—Cheap, two No. 5 Monitor Receiving Separators; one No. 15 U. S. combined cleaner, three to five hundred bu. cap. A. S. Garman Co., Akron, Ohio.

FOR SALE cheap, guaranteed good condition, one twenty-inch attrition mill, one twenty-inch burr mill, one cob crusher, elevating machinery, pulleys, hangers and belts. Lee T. Ward, Commercial Trust Bldg., Philadelphia, Pa.

FOR SALE—One 18 in. Nordyke & Marmon, one Aug. Wolf 18 in. and one 24 in. W. D. Grey's noiseless patent rolls; one monitor flour packer, new barrel and sack; one Nordyke and Marmon flour sifter and other machinery. C. E. Sheldon, Eudora, Kansas.

FOR SALE—50 feed mills, \$10 up, 2000 pulleys 75% from list, shafting 3c per pound; 50 grain cleaners \$25 up. We build elevators, sell and buy elevators and flour mills, machinery, belting, hangers and everything in this line. Give us an opportunity to save you money. Ten oil engines, ten steam engines, 100 hp. down. A. D. Hughes Co., Wayland, Mich.

1-16" B. B. Attrition Mill & Drive \$220.00
1-22" Ball Bearing Attrition Mill 210.00
1-24" Ball Bearing Attrition Mill 300.00
1-No. 5 Knickerbocker '05 Dust Col. 40.00
All f.o.b. shipping point subj. to prior sale, 1/2 cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now.

"Builders of Better Mills."

George J. Noth, Manager,
No. 9 South Clinton St., Chicago, Ill.

**FOR SALE—MACHINERY
AT BARGAIN PRICES.**

1-No. CC "Sonander" Automatic Scale, 3 bu. hopper, cap. 500 bu. per hr.
1-No. D "Sonander" Automatic Scale, 4 bu. hopper, cap. 1,000 bu. per hr.
2-No. 4 "Monogram" Exhausters.
1-9 inch "Caldwell" Trolley Spout.
12-3 inch Cast Iron Floor Funnels.
2-No. 25 "Niagara" dust collectors.
2-No. 26 "Niagara" dust collectors.
4-No. 930 "Gauntt" feeders.
1-No. 2 Invincible—"Sypher" magnetic Separator.
3-No. 5 "Monitor" Cracked corn separators.
1-No. 2 1/2 "Invincible" oat clipper.
1-9x18 "Case" Two pair high feed mill.
2-8x24 "Allis" Three pair high feed mills.
1-9x30 "Allis" Three pair high feed mill.
1-No. 8 "Bowsher" feed mills.
1-No. 1 "Willford" feed mill.
1-No. 0 "Willford" feed mill.
1,000 ft. 4 inch Steel Conveyor.
900 ft. 6 inch Steel Conveyor.
Beltings, pulleys, hangers, shafting, buckets, bolts, separators, boots, etc. Everything for flour mills, feed mills and grain elevators.

We ship to responsible parties on 30 days' time.

Write today for our complete bargain list.
Est. 1872. B. F. Gump Co. Inc. 1901.
431-437 S. Clinton St. Chicago.

PROPOSALS.

PROPOSALS FOR GASOLINE, FORAGE & BEDDING: Dept. Quartermaster's Office, 556 Federal Building, Chicago, Ill. Sealed proposals will be received here until 11 A. M., Central Time, April 16, 1917, for furnishing gasoline, forage and bedding at posts in Central Dept., during year commencing July 1, 1917. Information furnished on application.

Governor's Island, N. Y. H.—Sealed proposals, in triplicate, for furnishing coal, forage and straw and gasoline (three months' and a year's supply) and wood, mineral oil, beef and mutton, required in Eastern Department during year commencing July 1, 1917, will be received here until 11 a. m., April 18, 1917. Information furnished on application to Department Quartermaster.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

**SECOND-HAND BAGS AND
BURLAP.**

FOR SALE—500 New Amoskeag 2 1/2 bu. cotton bags, \$25 per 100 bags, in bale, f. o. b. Williamsport, Pa. E. M. Bates, 48 E. Third St., Williamsport, Pa.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ling, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago

DYNAMOS—MOTORS.

WANTED—A rebuilt motor, 25 h. p., 25 cycle, 750 RPM 440, 3 phase A. C. L. H. Swickard, New Hampshire, Ohio.

FOR SALE—15, 25 and 75 h. p. slip ring induction motors. Holt Electric Company, Milwaukee, Wisc.

WANTED—Second hand 5 or 7 1/2 Horse motor in good condition; suitable for running feed grinder. Address J. E. King, Minonk, Ill.

BARTER AND EXCHANGE.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

MANY STEAM BOILERS in good condition have been taken out of grain elevators during the last year, all of which could have been used advantageously for storing oil, molasses or for pressure tanks. When the landscape surrounding your elevator is cluttered with discarded machines, tell your brother grain dealers about it. They may have something to exchange which you would like to have.

MACHINES WANTED.

WANTED to buy, vertical Buhrs. Give full description and lowest price. Address Price, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

SCALES FOR SALE.

FOR SALE—Fairbanks wagon scale in good working order and priced right. The Vilm Milling Co., Wichita, Kans.

FOR SALE—One Automatic Hopper scale, one straight Hopper scale, one elevator belt with cups 4"x12". Jansen Equity Exchange, Jansen, Nebr.

FOR SALE—Track scale; 100 tons cap., 5 section, steel construction, never in use. Can be bought at a reasonable price. Acme Cement Corporation, Catskill, N. Y.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

ARE YOU a quick buyer who can tell a bargain. If so, we offer you
1-100 ton 40 ft. Fairbanks with Railroad beam, price.....\$325.00
1-500 bu. refitted Howe Hopper scale 125.00

We also have some dandy bargains in refitted wagon scales. Dormant scale and office safes. Write us your wants.

HOWE SCALE COMPANY
St. Louis, Mo.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

DO YOU want to join me in retail hay and gr. business already est. in Chicago? If you do and have \$5,000, address Bond, Box 6, Grain Dealers Journal, Chicago.

FERRETS.

FERRETS—1,000 good ratters, hunters. Breeding stock sale. G. Breman Co., Danville, Ill.

HAY WANTED.

I WANT to get in touch with dealers in good hay territory to buy hay for me on commission basis. Write J. F. O'Brien, 511 Bell Block, Cincinnati, Ohio.

HAY FOR SALE.

HAY—Standard and choice Alfalfa, upland prairie, choice and No. 1. Ask for prices. A. M. Brandt & Sons, Severy, Kans.

LEATHER BELTING

WANTED—Leather belting in good condition; give width, ply and price. Address Market, Box 3, Grain Dealers Journal, Chicago, Ill.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

SAFES FOR SALE.

FOR SALE—New and second hand safes and vault doors. Advise size. Write today for illustrated catalog showing fire and burglar proof safes; lowest prices, largest dealers. Safes repaired. Terms to suit. HOWE SCALE CO., ST. LOUIS, MO.

MOTORS WANTED.

WANTED to buy second hand motors 10 to 15 h. p., 3 phase. State lowest price. Address Webb, Box 4, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

2949—Cockerels, hens and pullets, 49 varieties chickens, geese and ducks. Eggs in season; seeds and trees. Aye Bros., Blair, Nebr. Box 47. Free Book.

MILLET WANTED.

Fortune and broom corn millet wanted in 10 ton or car lots. Address Kentucky, Box 4, Grain Dealers Journal, Chicago, Ill.

SCREENINGS WANTED.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

SCREENINGS wanted, all kinds. P. L. Zimmermann Co., St. Louis, Mo.

GRAIN WANTED.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of Grain Dealers Journal, Chicago, Ill.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

WE ARE in the market for medium red, mammoth red and alsike clover; amber and orange cane; sudan grass, german millet, orchard grass, red top, Kentucky Blue and rye grasses; cow peas and soy beans. Mail samples with prices to Peninsula Produce Exchange of Maryland, Pocomoke City, Md.

SEEDS FOR SALE

FOR SALE—Golden millet seed. L. Spelts, Sterling Colo.

SEED CORN—The Famous Kaw Valley seed corn both old and new, hand selected, butted and tipped. Wm. F. Bolan Grain Co., Rossville, Kans.

PERENNIAL Rye Grass, Italian Rye Grass and Crested Dogtail. Highest grades; re-cleaned and tested. C. I. F. U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

SEEDS FOR SALE

FOR SALE—One hundred bushels of alfalfa seed. E. G. Raymers, Marquette, Nebr.

THE CRUMBAUGH - KUEHN CO.

We pay top prices for seeds. Your track or Toledo. Send samples. **CLOVER** TOLEDO, OHIO Samples, prices and our market letter upon request. Cash and futures. **ALSIKE TIMOTHY ALFALFA**

FLOWER, FIELD and LAWN SEED
J. OLIVER JOHNSON
Wholesale
SEED MERCHANT
1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

FIELD SEEDS
AND ONION SETS
WE BUY—WE SELL
HARDIN, HAMILTON & LEWMAN
Louisville Kentucky

L. Teweles Seed Co.
Milwaukee Wisconsin

Headquarters for
Red, White and Alsike
Clover
Timothy and Alfalfa
Seed
SEED CORN FIELD PEAS

Milwaukee Seed Company
WHOLESALE SEEDS
LONG DISTANCE TELEPHONE GRAND 672 and 673
104-106 WEST WATER STREET
MILWAUKEE, WIS.
Buyers and Sellers
Medium Mammoth Alsike,
White Alfalfa, Timothy, Grasses,
etc.
Mail Samples Ask for Prices
"The Live Clover House"

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SUNFLOWER SEED for sale, carlots or less. Southeast Mo. Grain Co., Malden, Mo.

FOR SALE—German Millet for sale in car lots or less; correspondence solicited. D. H. Clark & Sons, Galt, Mo.

FOR SALE—Genuine Texas red rust-proof seed oats; cotton seed products. Wire for prices. Lewis & Knight, 2714 Routh St., Dallas, Texas.

FOR SALE—Ohio pedigreed Yellow Dent seed corn, 60-day oats and Oderbrucker barley. Write. Don't delay! D. R. Risser, Vaughansville, Ohio.

SAMUEL MCCAUSLAND

Belfast, Ireland

Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogstail seed, etc. Importer of Clover and Natural grass-seeds.

Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

SEEDS FOR SALE.

WISCONSIN—Timothy, red and white clover. Prices right. Pfeiffer Grain & Seed Co., Durand, Wis.

FOR SALE—3,000 bushels sweet, dry yellow corn on Milwaukee line, 80 mi. west of Aberdeen. For prices, etc., address Guaranty Grain Co., Aberdeen, S. D.

FOR SALE—A few cars Texas red rust proof seed oats even weight bags, free from Johnson grass. Address W. C. Erwin, Waco, Texas.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

We Buy SEEDS We Sell

J. G. PEPPARD SEED CO.
Kansas City, Mo.

LOEWITH, LARSEN & CO.

CLOVER, GRASS AND FIELD SEEDS
NEW YORK CITY

HENRY HIRSCH

WHOLESALE FIELD SEEDS

CLOVER—ALSIKE—TIMOTHY—ALFALFA

Our Specialty

All Other Field Seeds

TOLEDO - - OHIO

The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON KANSAS

CLOVER FIELD
and SEEDS

Crabbs Reynolds Taylor Co.

CRAWFORDSVILLE, IND.

GET IN TOUCH WITH US

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.

Headquarters for

RED TOP AND ORCHARD GRASS

BUYERS AND SELLERS

OF ALL VARIETIES FIELD SEEDS

MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA

MISSOURI GROWN BLUE GRASS

MISSOURI SEED CO.

KANSAS CITY, MISSOURI

We have for
IMMEDIATE SHIPMENT
New Crop

DWARF ESSEX RAPE SEED
ORCHARD GRASS
RED CLOVER
CRIMSON CLOVER

Carloads or less

I. L. RADWANER

83-85 Water St. New York, N. Y.
Write or wire us for sampled offers

WE BUY AND SELL

FIELD SEEDS

Ask for prices or mail
us samples for bids

STOECKER SEED CO.

PEORIA, ILL.

Directory Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

McClinton & Co., wholesale, export & import.
McCausland, Samuel, ryegrass and dogstail.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

GIBSON CITY, ILL.

Noble Bros., whse, seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.
Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Missouri Seed Co., who, exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LAWRENCE, KANS.

Busch Seed Co., W. J., seeds and grain.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Lewis & Chambers, field seeds.
Louisville Seed Co., clover & grasses.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp. impts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ST. LOUIS, MO.

Kaercher-Schisler, F. & G. S. Co., seed merchants.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.
Hirsch, Henry, clover, alsike, timothy, alfalfa.
The Toledo Field Seed Co., clover, timothy.

TWIN VALLEY, MINN.

Helberg Elevator Co., wholesale seed merchants.

CRAWFORDSVILLE SEED CO.

Crawfordsville, Ind.

**CLOVER SEED
FOR SALE**

Ask for Samples and Prices

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FOR SALE—Choice seed corn, oats and barley; car lots or less; samples and prices mailed on request. Square Deal Seed Farm, Allen Joslin, Prop., Holstein, Iowa.

FOR SALE — Thoroughbred Kentucky Blue Grass seed, grown on Elmendorf, the model farm of the blue grass section of Kentucky. Recent test by experiment station shows germination test of 90%. For samples and prices, write Elmendorf Coal & Feed Co., Inc., Lexington, Ky.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.
HENRY LICHTIG & CO., Kansas City, Mo.

COCHRANE QUALITY

Field Seeds Are the Best That Grow

Twenty buying stations in the producing sections of Wisconsin and Minnesota enable us to buy the "cream of the crop." Write for quotations and samples.

T. H. COCHRANE CO.
PORTAGE, WIS.

We want to buy Clover, Alsike, Timothy, Alfalfa, White Clover.

SEEDS FOR SALE

SUNFLOWER SEED for sale. P. L. Zimmermann Co., St. Louis, Mo.

FOR SALE—Alsike, red clover, timothy and red top seed at prices that will interest you. Write for price and sample. J. M. Schultz, Dieterich, Ill.

CLOVER INVESTORS

Southworth's Weekly Review summarizes the week's high-lights in clover as reflected in world's leading market. Sample copy on request. Complete hedging, investment, consignment service in clover, alsike, timothy.

SOUTHWORTH & CO., Toledo, Ohio
GRAINS—SEEDS—PROVISIONS

CLOVER—TIMOTHY SEED CORN

From THE GROWERS DIRECT

Ask for Samples and Prices

FARMER SEED & NURSERY CO.

Faribault Minn.

ONION SETS

PEAS, BEANS AND CORN

LEONARD SEED CO.

226 W. Kinzie St., CHICAGO

SEEDS FOR SALE.

FOR SALE—1000 bu. Iowa 103 oats. Address G. H. Blum, Cedar Falls, Iowa.

SEED CORN of high quality, breeding and selection. Satisfaction guaranteed. E. G. Lewis, Media, Ill.

PEDIGREE GRIMM ALFALFA seed at bargain prices. Also S. D. Hardy alfalfa. Purity 99.6%. Davis Seed Co., Dept. G, St. Peter, Minn.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

Barteldes SEEDS

KANSAS GROWN ALFALFA

SUDAN GRASS	CANE
FETERITA	MILLET
DWARF MILO MAIZE	BROOM CORN
SEED KAFFIR CORN	MEADOW FESCUE
SWEET CLOVER	GARDEN SEEDS

The Barteldes Seed Co. - Lawrence, Kansas

RUDY-PATRICK SEED CO.

Alfalfa — Sudan Grass — Millet — Cane

KANSAS CITY, MO.

MINNEAPOLIS SEED CO.

DISTRIBUTORS



BRAND
FIELD SEEDS

TIMOTHY and MILLET Our Specialties

WE OFFER

Feeding Peas, Hemp, Orchard Grass, D. E. Rope, Crimson Clover, Hairy Vetch.

Immediate Shipment

WM. G. SCARLETT & CO.
Baltimore, Md.

CLOVER TIMOTHY

Northern Indiana's Largest Seed House. We are in the heart of Indiana's best clover district. Ask for our samples and prices.

Highest Qualities
Prompt Service

Kraus & Apfelbaum
Fort Wayne, Ind.

FIELD SEEDS GRASS

Poultry Feeds

Timothy

Clover

Alfalfa

Millet

Cane

Kafir

Popcorn

Lawn Grass

The Albert Dickinson Co.

ESTABLISHED 1855

Minneapolis

Chicago

THE ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

Field Seeds

Ask for Prices

Mail Samples for Bids

CONGRESS WILL CONVENE

in extraordinary session April 2nd. Members of the Grain Trade who wish to keep closely in touch with the political conditions will read the ROSENBAUM REVIEW, the only publication in the country which affords the grain trade an opportunity to see political conditions in Washington in their correct relation to the Grain trade.

The ROSENBAUM REVIEW is published weekly by the J. Rosenbaum Grain Co. Subscription price \$5.00 per year. The publication is read regularly each week by something over three thousand grain dealers, millers and farmers. The paper contains no advertising; it is information from cover to cover. One sample copy sent upon request.

J. ROSENBAUM GRAIN CO.

Postal Telegraph Building
Chicago

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES

To United States, semi-monthly, one year, cash with order, \$1.50; two years, \$2.75; three years, \$4.00; single copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.75.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, MARCH 25, 1917

WOOD FOUNDATIONS for wagon scales are out of date. Don't tolerate them. They are the most expensive, the least durable and the least desirable of any foundations obtainable. Away with them!

GRAIN SHIPPERS and farmers who are compelled to pay a tax on stored grain they had expected to move out before the assessor's visit will cherish no good will for the railroad companies that failed to supply cars.

WHEN THE eastern trunk lines equip their seaboard terminals with fast handling elevators and ample storage room, they will be able to release grain laden cars much more quickly and thus greatly reduce the congestion not only at the terminals, but all along their lines.

ALL REPORTS from Europe are to the effect that the 1917 grain crop is sure to be short, but efforts are being made in all belligerent countries to reduce the consumption and eliminate all waste, to the end that smaller imports will be needed. However, the world has exhausted its reserve stock and unless the 1917 harvest brings a greater crop than ever grown before, the belligerents will want for food.

CORN HAS reached the highest price on record and the very short crop in the Argentine, combined with the great European demand, is sure to make prices much higher, unless farmers everywhere are encouraged to plant a large acreage with test seed and cultivate their fields carefully.

THE BRITISH government has recently been making an effort to contract for the Canadian wheat crop of 1917, but failed to offer a price satisfactory to the growers, so the grain will be marketed in the usual way, and sold to the representatives of the British government after it reaches the terminals.

THE WORLD is so short of grain supplies, and such a large number of its farmers are busily engaged in digging battle trenches, that it must necessarily require two or three years for supply to meet demand, hence the high prices of the present crop are quite certain to prevail for many months to come.

FREE SEEDS now being distributed by Congressmen, in some instances are being returned with regrets by gardeners, who have previously tried the free stuff and found it worthless. If all recipients would thus sacrifice their share of this petty graft, Congress would recognize the futility of continuing this worn-out abuse.

SO MANY well filled grain storehouses have been burned recently a special investigation is being conducted with a view to disclosing the nationality of the "cause of the fires." Anything which will awaken the property owners of the United States to the full realization of our enormous annual fire waste will be a true blessing in disguise.

BANKS WHICH detach S/O B/L from draft and forward to a distant point, with a new draft made by a local receiver on the second buyer, are very likely to get into trouble, as the Controller of the Currency and state bank commissioners generally have expressed themselves as being opposed to such manipulation of securities. Such action is surely contrary to the desires and expectations of the original shipper, and wherever this practice is discovered the trade should unite in an effort to have it stopped. If the original shipper has his grain thrown back on his hands, after two or three brokers have attempted to peddle it about the country, it will be necessary for him to abandon some shipments to the railroads in cancellation of the freight charges accrued. The banks of the Southwest have been the greatest offenders in this matter, altho others have occasionally overstepped the rights of the shipper and turned his property over to the consignee without collecting the draft. Every effort should be made to place a permanent check on this abuse.

MONTANA WILL have a chance to vote a tax upon the farm lands of the state, to build an elevator at Great Falls. Inasmuch as this city is the prospective milling center of the mountains, any money spent by the farmers in helping to establish a home market for their grain will redound to their personal profit. However, it would not seem necessary for them to do more than produce voluminous crops of good grain, sufficient in themselves to induce private enterprise to build all the facilities necessary to handle and mill their wheat at home.

THE NEW WHEAT grades are expected to be put into force before the new crop starts to move, but inasmuch as the law requires that grades be published ninety days in advance of their taking effect, it will be necessary for the Agricultural Department to promulgate its final draft of the rules next week. While the Department officials did expect to have the new oats grades ready for the new crop, it would now seem impossible, unless the inspection rules now in use are promulgated. When making contracts for new crop grain for interstate shipment, Federal Grades on wheat and corn should be specified, so as to avoid any differences.

MISSOURI HAS a new feed law which should prove a model for the other states which have been enacting feed laws primarily for the purpose of employing an army of inspectors, whose maintenance has been thrust upon the feed producers and consumers. The Missouri law, which is noticed in our "Feedstuffs" department this number, provides no new places for politicians, and its principal requirement is that it requires manufacturers to come out in the open and tell what they are offering for sale. The man who observes the law is not taxed, but the law breaker who fails to brand his feedstuffs, or to tell the truth about it, is fined heavily. In other words, the entire burden of the new law is placed on the law breaker, and is designed to protect the man who observes the law, as well as the consumer.

SHELLED CORN has, by an order of the Illinois Public Utilities Commission, been made preferred freight, in the hope of enabling country elevators to dispose of their load of winter shelled corn before the germinating season. Many grain elevator operators are still holding corn shelled last November, and at some points in Illinois, where they contemplated shipping it recently, they found to their sorrow that they had a bin full of mahogany. Elevator men who suffer losses by reason of the railroads neglecting to forward their corn promptly will be greatly interested in the decision of the Supreme Court of Arkansas published elsewhere in this number, which penalizes the Rock Island railroad company for delay in forwarding grain shipped by a Little Rock dealer.

PRICE FIXING by the government has just been begun by the federal trade commission in the case of the paper manufacturers. After having set the price at which print paper must be sold the next logical step would be to set the price to be paid for wood pulp and for other material and the hired help of the paper mill. The request by the paper manufacturers that the commission set a price on their product establishes a bad precedent; and if the commission acts upon the invitation it will be guilty of guaranteeing to one industry a certain profit while all other business men must take their chance of loss. What next?

THE HIGH prices being paid for grain insure the cultivation of all the ground the farmers can employ labor to cultivate, so that the 1917 crop is sure to be large enough to make most of the grain dealers work overtime. If any elevator man has any doubts about the acreage to be planted in his neighborhood, it's up to him to conduct an active campaign among his farmer patrons, advise them of the great shortage in the Argentine and the exhaustion of the world's surplus and then see to it that every farmer is supplied with the best seed obtainable. It would also profit the grain dealer to use his good offices to secure farm labor for farmer patrons, who need help. By helping the farmer to a larger crop, they will promote their own business interests.

OCCUPATIONAL TAXES have never been popular with the men engaged in the occupations levied upon, but Wisconsin's occupational grain tax law of 1915 has proved so much more satisfactory to the grain handlers of the state than the application of the old personal property tax, that the grain dealers and millers are anxious to have the occupational tax (which has recently been declared constitutional by the Supreme Court), retained on the statute books. This occupational tax law requires that a mill tax be paid upon the total volume of grain passing thru an elevator during the twelve months ending April 30th of each year. A law of this character does not exert an unnatural pressure upon the owners of the grain but just before May 1st of each year, as is the case in many other states, where the grain dealers are assessed upon the grain in their possession May 1st or April 1st, as the case may be. By assessing the grain dealers upon the total amount of grain they handle annually, the tax collectors exert no influence on the marketing of grain, which would seem to be fairer to all concerned. Where a certain day is fixed as the time to assess the grain dealer for grain held in his elevator, he will naturally be averse to taking in grain from farmers, and the prices he will bid for grain will be much below the market until after the assessment date has passed.

NORTH DAKOTA'S agitators finally succeeded in inducing the state legislature to pass a bill providing for a terminal elevator commission, but the governor vetoed the bill, so the taxpayers of the state will be relieved of this useless expenditure for a time at least. The agitators feared to lose their issue.

THE RECONSIGNMENT tariffs recently promulgated by the eastern carriers have been suspended by the Interstate Commerce Commission until July 13th. The evidence presented at the recent hearing before the Interstate Commerce Commission would indicate that carriers had no intention of discontinuing the reconsigning privilege, but they did expect to greatly increase their revenue from this practice. The distributing trade of the eastern, southeastern and New England states depend almost entirely upon the reconsignment privilege for facilitating the distribution of their western purchases. As a rule they have given shipping instructions with reasonable promptness, so as to obviate delay and reduce the chance of their grain spoiling while in transit. The distributors are just as much interested in the prompt unloading of their grain as are the carriers, as is proved by their persistent efforts to trace shipments.

Start Improvements Early.

The difficulties of transportation are not only retarding manufacturing, but they are also delaying the delivery of the manufactured products. One elevator builder who has been busy thruout the winter months, recently exclaimed in disgust that it took him more than twice as long to build an elevator now as it did in ordinary times, because of his inability to move material and equipment with reasonable promptness.

The great movement of freight, combined with the movement of soldiers and army material now threatening, will interfere with builders and prospective improvers obtaining the supplies needed for the early consummation of their plans. With an increased volume of high priced grain to handle, every elevator man will need rapid and economical facilities for handling grain, but an India ink tracing of his good intentions will be of no service, when a long line of loaded wagons await their turn to drop another load into the old dump pit.

Then too, some of the manufacturers of grain elevator machinery who have been supplying munitions to the Allies, may be called upon to contribute to the supply of the United States, so that they will have no capacity left for manufacturing elevator machinery.

All signs and reports point to earlier and greater activity in the building of new grain elevators and the overhauling of old ones than we have had for years, and it behooves dealers who contemplate building to let their contracts early, that they may stand a better chance of having their wants supplied. If you intend to handle the coming crop of high priced grain, prepare now to do it well.

EASTERN ROADS, feeling that they now have the sympathy of government officials, have asked for a blanket increase of 10% in existing freight rates. They are determined to pass the increased cost of operation, due to the Adamson law, on to the shipping public. It is not likely that the Interstate Commerce Commission will grant any such advance, but it may be willing to grant an increase of 5% to all roads, hence it behooves shippers, when contracting grain for future delivery, to take into consideration the probability of a material increase in freight rates in the near future.

"Where the Wealth Goes."

J. E. Kelley, chairman of the Farmers Northwest Legislative Com'tee, is circulating misleading figures on the price of wheat on the farm, at Chicago and at Liverpool, to prove that middlemen robbed the farmers of \$340,000,000 on the crop of 1915. For example, he quotes Chicago on Dec. 30, 1916, at \$1.80 per bushel, for No. 1 hard wheat, which may be approximately correct; but his quotation for Liverpool on the same date is \$2.55.

He assumes that wheat bot from the farmer in the United States is sold by the grain dealer for \$2.55 in Liverpool, when the fact is that this price of \$2.55 is not available to the American exporter, as the British government has put all English importers out of business. The British government has even crossed the ocean and set up its own buying agents at New York and these are dealing direct with the far West, buying No. 2 hard wheat at Omaha Dec. 30 at \$1.80.

The British government is forced to pay extravagant prices for ships on account of the scarcity of tonnage, so that most of the apparent margin of 75 cents per bushel profit is eaten up by the government methods of doing business. The American grain dealer gets none of this 75-cent margin. If the submarine proves to be as effective a weapon as the Germans hope it will the margin surely will increase, the American wheat grower receiving still less and the British consumer paying yet more.

For a fair comparison Mr. Kelley should go back to pre-war conditions. Before the war and before the British government monopolized the wheat business, on Dec. 30, 1913, Liverpool May wheat closed at \$1.00%. On the same day the official price of wheat at Chicago was 90½ for May, 96 for No. 2 red cash and 91 for No. 1 northern cash. Those were normal times; the margin was only 10 cents and it went mostly for freight. Mr. Kelley's remedy for the 75-cent margin is for the North and South Dakota state governments to build grain elevators, ignoring the real problem, which is to build ships and dodge the lurking submarines.

What does Kelley gain by misrepresentation? Ask him.

Why the Railroads Endorse Track Scales.

We are glad to give room elsewhere in this number, to an excellent article by a practical scale inspector of the Rock Island road, who has been working among the grain elevators of the southwest during the past two years. His comment reflects the experiences of many grain dealers and every grain elevator operator who reads his article closely will be better equipped to discover defects and correct discrepancies.

However his position on the track scale is supported by only one argument, and that is that the scale can not be employed in weighing grain which was not put in the car. In other words the railroads suspect dealers of failing to load into each car all of the grain credited to that car. It is generally recognized that where grain is weighed over wagon scales, an occasional load does get into the wrong car, but where grain is weighed over a hopper or an automatic scale, there is no excuse whatever in any of the grain going astray. The elevator man will not only thank the railroads or any other agency which may prove his unintentional diversion of grain, but he will pay for the service. No grain dealer expects or wishes to have credited to any car grain which he does not place in the car.

The principal trouble with the railroads is that they object to giving a clean B/L when they are held responsible for the delivery of all grain received. Inasmuch as the railroads own the ground on which most of the country elevators stand, it would be a very easy matter for their inspectors to gain frequent entrance to these elevators, (as well as all others) for the inspection of the spouting and bins handling grain on the way from the hopper to the car. The grain elevator operators are anxious to have their weighing facilities kept in prime working condition, and they are anxious to know exactly how much grain is loaded into each car, for their own protection. Most of them recognize that they will be money ahead if their weighing and loading facilities are frequently inspected by competent disinterested authority.

The railroads' endorsement of the track scale is a mere bluff, because if the elevator operator did go to the great expense of installing track scales, he could not keep them in prime working condition, and his weights should be no more acceptable to the railroads than a guess. If the railroads will cooperate with the elevator operators in all parts of the country as they have done in Oklahoma, improvements should soon be effected which would give the railroads confidence in the accuracy of the country elevator scales and faith in the honesty of the elevator operator. Both parties at interest want correct weights, but neither really wants to put the other to great expense

in order to attain accurate weights. The grain shipper wants pay only for what he puts in a car and the average freight traffic official will admit that he should be paid for every ounce loaded. It should not be a difficult matter for both parties to get together on this matter, that they may cooperate to attain more harmonious business relations as well as dependable weights.

"Let George Do It."

So many suggestions have been advanced recently for the enactment by Congress of different laws, assigning to the Interstate Commerce Commission the duty of investigating and regulating different problems of transportation, that the question naturally arises Would it not be far better to revert to the old method of controlling dispensers of injustice and unfairness thru the medium of specific laws, requiring the carriers to distribute cars without discrimination and to provide for the employment of freight cars to their maximum transporting capacity?

The freight cars of the Texas railroads are soon to be pooled, in the hope of increasing their efficiency. This remedy could be adopted by the railroads for the national car situation without any legislation. Pooling all freight cars has been suggested so many times by different railroad authorities that it must possess considerable merit.

The tendency of thotless shirks seems to be to pass every problem of business on to government, and the government, recognizing its inefficiency and lack of knowledge or information regarding the highly specialized lines of trade, passes the responsibility on to a commission generally made up of politicians, eager only for sinecures and oblivious of the rights or interests of the public. The shippers and the carriers are more directly interested in these problems than anyone else and likewise are more thoroly fitted to arrive at an equitable, fair and advantageous settlement of their difficulties than the army of political hanger-ons, who have little knowledge of the problems to be solved and no desire to obtain it.

The inefficiency and incompetency of the average commission, with its delegated authority, biased conception of fairness and inability to understand the true inwardness of business problems, can seldom be depended upon to solve any business problem either fairly or satisfactory to the parties interested. Too many responsibilities are being thrown upon the narrow sloping shoulders of "George." The time has come when the government should say that the interested people shall do it, because they are better equipped to determine what shall be done and know better how to do it effectively and economically.

AN EFFORT has been made recently to divert \$10,000 of the surplus from the Kansas State Grain Inspection Department to the pockets of idle politicians, for a study of marketing conditions. The only fair disposal which the state of Kansas can make of the surplus exacted from the grain shippers of the state is to reduce the cost of grain inspection in that state, until the actual expenses of the department have exhausted the surplus. It is not fair to the grain shippers of the state that the inspection of grain should be used as a means of producing revenue for any purpose other than that of grading grain.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Southern 14000 passed thru Alsey, Ill., Mar. 19, leaking oats under grain door. G. B. Wills.

M. C. 27804 loaded with wheat, sprung a leak in bottom of car, some place west of Byron, Ill. It was transferred Mar. 16 to C. G. W. 25729. Quite a little wheat had leaked out.—Farmers Grain Co., per L. D. Marshall, mgr.

T. & N. O. 34905 was set in our house track at Stella, Neb., Mar. 10, routed out of Omaha, Mar. 8, for Tonganoxie, Kan. Car showed some leakage of corn at door post.—J. A. Mayer.

C. & N. W. 67586, which was sidetracked at Ashton, Ill., Mar. 7, leaking wheat, was transferred to C. I. & W. 456 before Mar. 20.—L. J. & R. W. Jeter.

Soo 103054 passed thru Sawyer, N. D., Mar. 20, leaking oats at side door.—Chas. Sweet, agt. Minnesota Elvtr. Co.

I. C. 29138 passed thru Sawyer, N. D., Mar. 20, leaking wheat at side door.—Chas. Sweet, agt. Minnesota Elvtr. Co.

N. Y. C. & H. R. 239515 was set out at Augusta, O., Mar. 14, leaking mixed corn very badly at grain door. Both doorposts were out of socket. Will have to be transferred. Still here on Mar. 20.—C. O. Barnhouse.

T. S. E. 1008 passed thru Elwin, Ill., Mar. 20, southbound, on I. C., leaking yellow shelled corn at drawbar. Station agt. was notified in time to report to train crew at next station.—G. S. Connard & Co.

Frisco 36329 passed thru Wolcott, Ind., Mar. 22, eastbound, on P. C. C. & St. L., leaking a large stream of oats between drawbar and rear trucks.—E. O. Mohr, house man Farmers Co-operative Co.

Ill. Cent. 33660 passed thru Prairie City, Ia., Mar. 5, leaking yellow corn on account of short floor boards. Plugged it with paper and tacked board over it.—Prairie City Grain & Stock Co.

Mo. Pac. 32416 passed thru Mineral, Ill., Feb. 27, eastbound on C. R. I. & P., leaking grain at side of car.—J. W. Butler, mgr. Mineral Grain Co.

U. P. 71746, loaded with wheat, was wrecked on St. J. & G. I. R. R., at Holdvire, Neb., Feb. 24. Quantity of wheat was lost.—A. G. Burruss.

.....84024 passed thru Sterling, O., Mar. 8, eastbound on the B. & O., leaking shelled corn badly. Could not get initials of car.—Sterling Elvtr. Co.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Head Pulley R. P. M.?

Grain Dealers Journal: Please inform us of the proper number of revolutions per minute of 44-, 46-, and 48-inch belt pulleys for allowing the proper discharge of grain in the head of the elevator.—Roberts & Pearson, Maquon, Ill.

Ans.: The proper speed for a 44-inch head pulley is 35 revolutions per minute. The speed for a 46-inch pulley is 34, and for a 48-inch pulley is 32 revolutions per minute.

When Is Concrete Construction Advisable?

Grain Dealers Journal: We have our farmers organization completed and are now planning on building the plant. How can we find a responsible architect who makes plans and specifications of elevators for pay and not just to secure the contract for building? Also where can I secure first hand information on the advisability of concrete construction?—F. H. Barnes, Julesburg Co-operative Grain Co., Julesburg, Colo.

Ans.: The names of reliable architects and builders are given in the advertising columns of the Journal.

Concrete construction is advisable when a permanent and fireproof storage building is desired, and when the volume of business warrants the extra cost. A good architect of grain elevators can advise on the adaptability of concrete construction to the local and specific conditions and requirements.

Selling Farm Products Covered by a Lien Is a Felony.

Grain Dealers Journal: We have a case where the tenant delivered us a small amount of grain. The landlord claims the tenant owed him, and is now expecting us to pay for the grain again, altho he has no chattel mortgage on same, nor were we notified of the landlord's lien. What is the law in this case?—B. I. Holser & Co., Walkerton, Ind.

Ans.: The landlord is entirely wrong in trying to collect from the grain dealer on grain on which he claims to have a lien, because the law of Indiana does not authorize it. The law, which was enacted in 1907, simply authorizes the landlord to bring a criminal proceeding against the tenant, and the only burden falling upon the grain dealer is that he may be called upon in court to testify to the tenant's guilt. It says:

Section 1. Be it enacted by the General Assembly of the State of Indiana, That whoever unlawfully sells or disposes of any grain or other farm products upon which there is a chattel mortgage or landlord's lien, without giving notice, in writing, to the purchaser that such lien exists thereon, or whoever before or after maturity of any crops sells or agrees to deliver to any person, firm or corporation any grain or other farm products, and receives an advancement from such person, firm or corporation, in money or other thing of value, on account of such sale, and after the maturity of such grain or other farm products sells and delivers such grain or other farm products to any person, firm or corporation, other than such purchaser, without first refunding the advancement so received

thereon, shall be deemed guilty of a felony, and upon conviction thereof shall be imprisoned in the state's prison not less than one year nor more than three years, or fined in any sum not exceeding one hundred dollars (\$100.00) or both.

Date Time Limit for Filing Claims Was Effective?

Grain Dealers Journal: Can the Journal advise us when the time limit to place claims against railroad companies was placed at four months?—B. I. Holser & Co., Walkerton, Ind.

Ans.: The 4-months' time limit for filing claims went into effect with the Uniform B/L in which it is a part, on Nov. 1, 1908, on the eastern and southern lines and on Dec. 1, 1908, on the western lines.

Three years ago the Interstate Commerce Commission gave carriers permission to waive the 4 months' rule as to all claims presented prior to Dec. 1, 1913; and as to all claims accruing within 2 years prior to Feb. 9, 1914, provided such claims were presented to the carriers on or before Apr. 1, 1914.

Since Feb. 9, 1914, claims accruing after Feb. 9 have been adjusted under the 4 months' rule; but, effective June 1, 1916, carriers in Official Classification territory extended the time to 6 months, and abolished the limit when carelessness or negligence was shown, adding a provision that suit must be instituted within 2 years and one day after delivery of property.

Who Stands Demurrage?

Grain Dealers Journal: On or about May 1 we ordered several cars for grain products to be loaded Pennsylvania point for New York City. The cars were furnished and loaded. B/Ls were tendered the agent, but he refused to sign them, saying that an embargo was on all grain products destined New York City. We permitted him to ship via any line, but he wud not sign the B/Ls. On or about June 6 the embargo was lifted and he signed B/L. During this time the loaded cars were standing on track, and they have charged us with demurrage. Who in this case should stand the demurrage?—L. C. Barton.

Ans.: Fortunately a supreme court decision covering this exact point is available, as published on page 852 of the Grain Dealers Journal for Nov. 25, 1916.

The Chicago & Northwestern Ry. Co. tried to collect \$711 demurrage from the Fuld Wood Co. for the time cars stood loaded with wood until the cancellation of an embargo permitted shipment. In this case the Supreme Court of Wisconsin, Oct. 24, 1916, held that as the railroad company had not accepted the loaded cars for shipment prior to moving them the cars were not subject to demurrage charge. To permit a carrier to charge demurrage accruing by reason of its own inability to forward shipments would be contrary to public policy.

Railroad Not Exempt From Liability for Its Own Negligence.

Grain Dealers Journal: The present form of Rock Island elevator leases provide that in case there be any damage from fire to the elevator building, or that any of the employees of the elevator be injured by a switch engine, or by being struck by the cars while switching is being done on the elevator track, that the elevator owner is solely responsible for such damage. It is my opinion that there have been several court decisions along this line holding to the contrary, but I am not able to locate them. Have any decisions been made on this question?—J. H. Shaw, Enid, Okla.

Ans.: There have been no decisions fixing the responsibility in such cases. The railroad cannot, however, exempt itself from liability for its own negligence by any such contract; as it is against public policy to allow anyone to make a contract that will give him an opportunity to injure persons and at the same time be guaranteed against the slightest penalty.

The only bad feature is that the provision in the lease puts the elevator man on the defensive. It is expensive to have to go into court and defend oneself even if one wins the suit.

The casualty insurance companies are confident that they can beat the railroad company in court if it undertakes to make the lessee bear the burden of its own negligence.

Is Telegraf Co. Liable for Delay in Day Delivery Letter.

Grain Dealers Journal: A day letter was filed at 5:15 p. m. at New York City on a certain day and delivered to us here the following day at 9:30 a. m. The day letter was an offer which was subject to acceptance to reach New York City at 10:00 a. m. the next morning. The moment we received the offer we wired our acceptance, but our New York party wired back saying acceptance reached them too late. Had this letter been delivered to us the first day, or at 8:00 o'clock the next morning, it would not have been necessary for us to stand a loss. We contend that the delay in sending this telegram is the cause of this loss, and that the telegraf company should re-imburse us for the loss sustained. We should be glad to have the opinion of the Journal on this.—A. R.

Ans.: Day letters are accepted for transmission by the telegraf company only on the condition that it is released from liability for mistakes or delays, as stated on the back of the telegraf blank.

To establish liability for error and delay the sender must have the message repeated at an extra charge of 50 per cent; and to establish liability for more than \$50 the sender must pay an additional sum equal to one-tenth of one per cent of the agreed value of the message.

Having been filed at 5:15 p. m., and one of the conditions of the day letter being that regular messages come first, the sender or sendee can not recover for the delay.

Illinois Railroads Must Accept Shipper's Weights or Maintain Track Scales.

Grain Dealers Journal: Can the Journal cite the Illinois law requiring the railroads in the state to accept shipper's certified weights of grain loaded into cars where the railroad has no car or track scale?—C. H. Thayer & Co., Chicago, Ill.

Ans.: The Illinois law requiring railroads in the state to ascertain and receipt for the true amount of grain shipped when shipments during the previous year have amounted to 50,000 bus. or more or accept shipper's certified weights is found p. 168, L. 1877, and contains the following section:

119. Scales—Weighing—Penalties. 2. At all stations or places from which the shipments of grain by the road of such corporation shall have amounted during the previous year to fifty thousand (50,000) bushels or more, such corporation shall, when required so to do by the persons who are the shippers of the major part of said 50,000 bushels of grain, erect and keep in good condition for use, and use in weighing grain to be shipped over its road, true and correct scales of proper structure and capacity for the weighing of grain by car load in their cars after the same shall have been loaded. Such corporation shall carefully and correctly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded, and ascertain and receipt for the true amount of grain so shipped. If any such corporation shall neglect or refuse to erect and keep in use such scales when required to do so as aforesaid, or shall neglect or refuse to weigh in the manner aforesaid any grain, shipped in bulk from any station or place, the sworn statement of the shipper, or his agent, having personal knowledge of the amount of grain shipped, shall be taken as true as to the amount so shipped. In case any railroad corporation shall neglect or refuse to comply with any of the requirements of section first, second and fifth of this act, it shall, in addition to the penalties therein provided, forfeit and pay for every such offense and for

each and every day such refusal or neglect is continued, the sum of one hundred dollars (\$100.00), to be recovered in an action of debt before any justice of the peace, in the name of the People of the State of Illinois, such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution, including such reasonable attorney's fees as may be assessed by the justice before whom the case may be tried. (As amended by Act approved May 18, 1877. In force July 1, 1877. L. 1877, p. 168; Legal News Ed., p. 152.)

Seller's Duty When Carrier Refuses Billing?

Grain Dealers Journal: To apply on a sale of one car of oats by A to B, A loaded a car. B then sent the billing; but the railroad would not let the grain go out on this billing, tho making no charge for demurrage.

After oats had stood on track two weeks, A shipped to a market for which the railroad would accept billing.

Can B compel A to furnish another load?—I. C. Miller & Co., Huntsville, O.

Ans.: A had discharged his full duty when he had loaded the oats and tendered B's billing to the railroad company. When billing was refused by the railroad company the car became subject to B's orders, and B was in duty bound to pay A's draft for the full value of the grain in the car without B/L. Before diverting the car to another market A should have informed B of the facts, advising him that the car was there on track subject to his orders. If B refused to accept the car as tendered or to pay draft A could consider the contract canceled, ship the car elsewhere and hold B for damages if the market had declined. After such refusal by B, A could not be compelled to furnish another load.

In the foregoing answer it is assumed that the sale was on basis of shipper's track. If sold delivered refusal of railroad to accept billing does not release seller from his contract.

Book on Grain, Grain Products and Milling?

Grain Dealers Journal: We have a customer who is entering into the milling business and would like to know if we could give him the name of a good book published with regards to grain, grain products and milling.—The Willison-Earle Co., Clarksburg, W. Va.

Ans.: An interesting general work on grain and milling is the 195 page book, "The Story of a Grain of Wheat," by William C. Edgar, illustrated, published by D. Appleton & Co., New York. A close reading of the trade journals which specialize in the lines he expects to follow will give him up-to-date information of practical value.

Shelled Corn Is Preferred Freight.

As the germinating season is near at hand, during which time corn deteriorates rapidly, the Illinois Public Utilities Commission has taken steps to make it possible for the corn to be shipped as soon as possible. The Commission on Mar. 22 ordered the Illinois railroads to make shelled corn a preferred class of freight and to provide sufficient cars to country elevators to ship at least 75 per cent of the shelled corn in these elevators to the markets. The cars are to be furnished before May 1.

The Commission also adopted an order by Commissioner Funk for the distribution of grain cars in times of car shortage by directing the carriers to ascertain the average car distribution at all stations for a period of four years past and distribute the cars to each station during shortage according to these ratios. The distribution of the cars at each station is to be made in proportion to the respective immediate requirements of the various shippers.

Coming Conventions.

Apr. 17, 18.—Western Grain Dealers Ass'n at Des Moines, Ia.

May 9, 10.—Illinois Grain Dealers Ass'n at Springfield, Ill.

May 29, 31.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

June 19, 21.—American Seed Trade Ass'n at Detroit, Mich.

July 24, 26.—National Hay Ass'n at Chicago, Ill.

Sept. 24, 26.—Grain Dealers National Ass'n at Buffalo, N. Y.

Warning!

A fake solicitor is operating in Texas, taking subscriptions for magazines without authority. He signs himself H. L. Neuman. He is a Jew about 25 years old, small of stature, smooth shaven, weight about 135 pounds. He has his own receipt blanks, giving name of Chicago Magazine Circulation Bureau, 28 So. Dearborn St., Chicago. No such firm can be found in this city. Victims have turned up in Fort Worth, Waco, and other south and southwestern cities. Respectfully, Chicago Trade Press Ass'n., C. P. Hooker, Secy.

GALVESTON, TEX.—Private detectives of the Southern Pacific Co. recently arrested a German spy in the hold of the British steamer Phydwen, which is supposed to have been loaded with grain for the Allies. The spy was placing bombs in the hold. Later it was discovered eight bombs had been placed about the Southern Pacific grain elevator, which is filled with grain for the Allies.



All Bull Forces Are Being Enlisted to Fight Low Prices.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Record Cargo at Galveston.

Grain Dealers Journal: Our latest record-breaking cargo, which is also the largest at any Gulf port, was loaded on recently from one house here and consisted of 547,700 bus. of No. 2 oats destined to a European port.

Galveston already has the distinction of having loaded on the largest cargo of wheat from a Gulf port, which was made on the steamer *Andreas*, which cleared from this port for Havre, France, during May, 1915, with 350,000 bus. wheat—H. A. Wickstrom, chief inspector Board of Trade, Galveston, Tex.

Still Sticking for Clean B/L.

Grain Dealers Journal: Being in grain at a country point and without cars for three or four weeks at a stretch this winter, I have had time to read all the advertisements, and also to wonder why cars were so scarce. Just as soon as the strike was settled they began to move as freely as water. We have received six empties and our neighbors the same in the past three days, with promise of more tomorrow. Not only at this station is this true, but all along the line. It looks like the railroads had been trying to put something over on the public.

We are still sticking to our first stand on proper weighing facilities: they were accepted before Jan. 1 and should be now. We have a scale inspector in our county who looks after them regularly. —P. Garrison, Garrison Grain Co., Milton Center, O.

Conductor Stops Train to Fight Elevator Fire.

Grain Dealers Journal: Concerning the fire which we had on Mar. 7, at Nickel Plate, Ind., only the driveway of one of our corn cribs burned, the fire not reaching the building. A passing locomotive threw out sparks which the wind carried across the right of way onto our driveway. Everything was quite dry at that time. The wind had been blowing from the north for several days. Fire did not originate on right of way. No grass was burned there. The sparks were carried directly to the approach.

The conductor of an eastbound freight saw the fire, and he gave the alarm at South Wabash, Ind., instructing the operator there to telephone Valparaiso. The night operator called me at midnight. (Nickel is located four miles east of Valparaiso.) When I reached the scene of the fire, another train, westbound, had passed, but the conductor stopped it, cut off the engine, and backed up directly opposite our office, which is about fifty feet from the driveway. The train crew pitched in like old fire fighters, and it is due to their efforts as much as to my own that the building was saved.

We are insured in the Grain Dealers Mutual Fire Insurance Co., and they took our word estimating the loss at \$40. It will cost every cent of this to replace the driveway.

We have never had a fire in or near the elevator, and we are careful not to allow any dead grass or rubbish of any kind to accumulate around it. We examine bearings each day after a run, no matter of what duration, and are careful to close windows every night. These are the instructions the writer gives employees at all times, and there is no forgetting them.

J. G. Bauer, mgr., Nickel Grain Co., Valparaiso, Ind.

Argentine Grain Handling.

Grain Dealers Journal: I have read with interest the article with photographs in the Journal Dec. 25 on the methods of marketing wheat in Australia, and thinking that its readers would be equally interested in the methods of handling grain in the Argentine I will say that the method of handling wheat from the farm to the railroad station is much the same here as in Australia.

Few farmers haul their own grain to town, and it is safe to say that more than 50 per cent of them hire their grain hauled. This hauling is done by dray lines owning a good many wagons and ever so many horses; in fact, one wagon will have from 10 to 20 horses. These wagons hold from 5 to 15 tons each, according to the size, the ordinary being 10 tons. None of these wagons, nor any farm wagon, is built suitable for loose grain. The body of the wagon stands high, the rear wheels being from 8 to 12 feet high.

The grain is stacked up on the farms, like stacks of hay in the states, to be hauled to the railway stations and there stacked up in the same manner in great pyramids, covered with tarpaulins. When the grain is to be transported from the country stations to Rosario or Bahia Blanca, these stacks of grain are placed on flat cars and covered with tarpaulins.

The Argentine has never been inclined to use elevators at country stations; in fact, until the whole system of handling grain is changed, there will never be many elevators used, although we have heard rumors for the last three years of elevators but, as there are so many things talked about here that never materialize, we do not pay much attention to them. If elevators are used in this country it will change the entire system of handling the grain, and it would change entirely the kind of farm wagons used here. It would necessitate the railroads building grain cars suitable for holding loose grain which they have not got at this time, except the Southern Railway which, we believe, has a few so-called loose grain cars. The system here is to sack all grain.

A few warehouses are being built at country stations. There are a few small elevators on some of the "estancias" here, in other words, the big farms. We have an idea that this will be the first start made in the country. We know there are two elevators in country towns in Santa Fe. These were built by a man named Healey, who is the son of one of the firm of Lyon & Healey, Chicago, Ill.

The only important elevators in the Argentine are some large ones owned and controlled by railroads or large grain dealers at this point, Rosario and Bahia Blanca. It is more or less a storage proposition. —F. A. Moore, Buenos Aires, Argentina.

SIAM'S rice acreage for the 1916-17 season in the 6 leading provinces is reported by Consul Hansen as 2,772,080 acres, or 192,400 more than in the preceding season.

Chicago Commission Rates to Go on Percentage Basis.

The directors of the Chicago Board of Trade ordered posted for ballot Mar. 22 the following schedule of commission charges, under which the charges will increase or decrease with the value of the grain:

"B. For receiving or selling, or for buying either to be loaded or to be unloaded or to be forwarded, by grade or sample, or both, either for immediate or for future delivery, on to arrive, or in carload lots in any position:

Wheat, rye, barley, corn, oats, ear corn, kafir corn, milo maize, feterita and spelt, 1 per cent.

Excepting that when one per cent amounts to less than one cent per bushel on wheat, rye, barley, kafir corn, milo maize, feterita, spelt and ear corn, $\frac{1}{2}$ c per bushel on shelled corn and $\frac{1}{2}$ c per bushel on oats, then 1c per bushel shall be the minimum charge on wheat, rye, barley, ear corn, kafir corn, milo maize, feterita and spelt, $\frac{1}{2}$ c per bushel on shelled corn and $\frac{1}{2}$ c per bushel on oats.

Except that purchases for shipment from Chicago of the commodities enumerated in this clause shall not be subject to the percentage charge and may be made for account of a member or a non-member at a minimum charge, for wheat, rye, barley, ear corn, kafir corn, milo maize, feterita and spelt of 1c per bushel.

On corn, $\frac{3}{4}$ c per bushel.
On oats, $\frac{1}{2}$ c per bushel.

Also, amend Paragraph D of Section 5 of Rule XIV, so that said paragraph shall read as follows:

"D. For the purchase and sale by grade or by sample, or grade and sample combined, of the following described property to arrive:

Wheat, rye, barley, corn, oats, ear corn, kafir corn, milo maize, feterita and spelt, 1 per cent.

Excepting that when 1% amounts to less than 1c per bushel on wheat, rye, barley, kafir corn, milo maize, spelt and ear corn, $\frac{1}{2}$ c per bushel on shelled corn and $\frac{1}{2}$ c per bushel on oats, then 1c per bushel shall be the minimum charge on wheat, rye, barley, ear corn, kafir corn, milo maize, feterita and spelt, $\frac{1}{2}$ c per bushel on shelled corn and $\frac{1}{2}$ c per bushel on oats.

Amend the first paragraph of Section 32 of Rule IV, so that it shall read:

All wheat, corn, oats and rye purchased, subject to Chicago Board of Trade weights or Chicago inspection, by a member or members of this Association, at points outside of Chicago for shipment to this market the term "this market" as used herein including all places where Chicago inspection or weighing prevail shall carry in addition to all other charges prescribed by the rules of this Association, a charge of three-fourths of one percent on wheat and one per cent on corn, rye and oats, excepting when the same amounts to less than $\frac{1}{2}$ c per bushel on wheat, corn or rye, and $\frac{1}{2}$ c per bushel on oats, in which case $\frac{1}{2}$ c per bushel on wheat, corn and rye and $\frac{1}{2}$ c per bushel on oats shall be the minimum charge in case the purchase be made from a non-member. On purchases made from a member, a minimum of one-half of one per cent on wheat, and $\frac{3}{4}$ of one per cent on corn, oats and rye shall be charged, unless same amounts to less than $\frac{1}{2}$ c per bushel on wheat, corn and rye and $\frac{1}{2}$ c per bushel on oats. When the charges are made on a percentage basis they shall be reduced to the greatest fraction that is a multiple of one-eighth. In computing this charge all fractions of less than one-eighth shall be ignored. Example—Grain bought at 90 cents per bushel from a non-member where the basis of the charge is one per cent would carry a charge of $\frac{3}{4}$ c per bushel.

I DO NOT like to be in the grain business without the Grain Dealers Journal.—Robert Abel, agt. Victoria Elvtr. Co., Selby, S. D.

THE PROPOSED Argentine export duty of five per cent on grain, which was to have been imposed on April 1, has been indefinitely postponed.

I KNOW OF NO OTHER trade periodical that digs in so hard and well in any line as the Grain Dealers Journal.—D. M. McKenzie, Woodbine, Ia.

Liability of Carrier for False B/L.

Had the new Pomerene law been in effect at the time, E. Lowitz of Chicago would have recovered judgment against the Omaha road for issuing a B/L without having the grain in its possession.

The district court of Hennepin County, Minnesota, did give Lowitz judgment under the Minnesota law making a carrier responsible for false Bs/L; but the Supreme Court of Minnesota in a decision given Feb. 23, 1917, reverses this, holding that the case is controlled by the federal statutes, the shipment having been interstate, and the Carmack amendment to the Interstate Commerce Act not holding the carrier liable (prior to the enactment of the Pomerene bill).

The Omaha agent made out a B/L covering a car of corn, to R. J. Johnstone, doing business at Minneapolis, Minn., and Johnstone delivered it with draft attached to a bank which in good faith advanced \$1,000 thereon and presented the draft in due course to Lowitz at Chicago, and the latter made several demands upon the carrier for the corn.

When Lowitz brought suit the road alleged

that Johnstone did not have a car of corn when he came into possession of the B/L and that the corn was never received by the road. The County Court gave Lowitz judgment for the full value.

The Supreme Court, however, held: Had the B/L represented an intrastate shipment, defendant would unquestionably have been liable under chapter 414, L. 1909 (sections 4322-4329, G. S. 1913), which makes it unlawful to issue a B/L until the whole of the property therein described has been actually received by the carrier and makes the latter liable to a good faith holder of a B/L issued in violation of the statute for all damages suffered by him. Previous to the enactment of this statute, the rule in this state permitted the carrier to show that the freight mentioned in an order B/L issued by it, had never been received from the shipper, and such proof constituted a good defense, even against a good-faith holder of the B/L. *Nat. Bank v. B. & N. Ry. Co.*, 44 Minn. 234, 46 N. W. 342, 580, 9 L. R. A. 263, 20 Am. St. Rep. 566; *Swedish Am. Nat. Bank v. Chicago, B. & Q. Ry. Co.*, 96 Minn. 436, 105 N. W. 69. The federal decisions are to the same effect. *Schooner Freeman v. Buckingham*, 18 How. 182, 15 L. Ed. 341; *Pollard v. Vinton*, 105 U. S. 7, 36 L. Ed. 998; *St. Louis, Iron Mountain & South. Ry. Co. v. Knight*, 122 U. S. 79, 7 Sup. Ct. 1132, 30 L. Ed. 1077; *Friedlander v. Texas & Pac. Ry. Co.*, 180 U. S. 416, 9 Sup. Ct. 670, 22 L. Ed. 991; *St. Louis, Iron Mountain & South. Ry. Co. v. Ins. Co.*, 139 U. S. 223, 11 Sup. Ct. 554, 35 L. Ed. 134.

This being an interstate B/L, the question presented is whether Chapter 414, L. 1909, can in any manner affect a cause of action arising under such a bill. We do not think this action is one for damages for a fraud, or to recover a statutory penalty. Plaintiffs connect themselves with the defendant through no other means than by a purchase of the B/L. The complaint declares upon an interstate shipment evidenced by this B/L, whereby the property agreed to be shipped is alleged to have been delivered to the carrier. It seems clear to us that within the recent decisions of the Supreme Court of the United States the rights and liabilities of the carrier and the holder of the B/L issued, or purporting to be issued, upon such shipment is, since the Carmack Amendment (Act Cong. June 29, 1906, c. 3691, § 7, pars. 11, 15, 34 Stat. 538 (U. S. Comp. St. 1913, § 8592)), entirely removed from the operation of state or local statutes.

The court also referred to *St. Louis & San Francisco Ry. Co. v. Woodruff*, 116 Mo. 211, 62 South. 171, as clearly and aptly illustrating that a statute of the state of Mississippi, essentially like ours, was after the Carmack Amendment no longer applicable to interstate B/Ls. The Carmack Amendment, as construed by the Supreme Court of the United States, precludes chapter 414, L. 1909, from affecting the liability of a common carrier to a bona fide holder for value of a false interstate B/L.

We see no escape from the conclusion that the judgment must be reversed. 161 N. W. Rep. 111.

I AM SURE that the members of the grain trade appreciate the many things that the Grain Dealers Journal is doing for them. I could not keep house without it.—J. E. Rush, Bonilla, S. D.

Chokes.

BY CAL.

The Journal of Feb. 23 gave a method of treatment for smut. A few years ago a grain firm distributed among its farmer patrons cards detailing the method for treating seed wheat, and it seems that this should be a valuable advertising idea as well as one which will make for smut-free grain for the dealer to handle. It would cost very little to try it.

A system of numbering carlot shipments consecutively will be found to save much time in looking up a given car later on. The same number should appear upon the preliminary notation made by the elevator man who loads the car, upon weight certificate, bill of lading, shipping notice, draft, shipment book, and every other place where a record of the car is made. In seeking information about car, it is only necessary to know its serial number and to turn to same in whatever book one desires to examine.

—O—

The elevator man who permits a team to be driven onto a dump without first testing it to make sure it is locked is exhibiting carelessness. No dump that is locked will trip itself prematurely (except, of course, in case of accident amounting to a broken part), but once in a while the mechanism fails to work properly and it is then that a test prevents trouble and a possible damage suit.

—O—

"Eternal vigilance may be the price of safety," Gil Turpin remarked one morning as he came into the office carrying a shot-gun, a dozen steel traps, and a box of poison, "but them pesky rats are going to need something more than vigilance from now on."

"Oh, rats! You can't get rid of them, and there's no use to try it." The helper felt that he spoke from the depths of wisdom because he really believed rats to be a necessary evil.

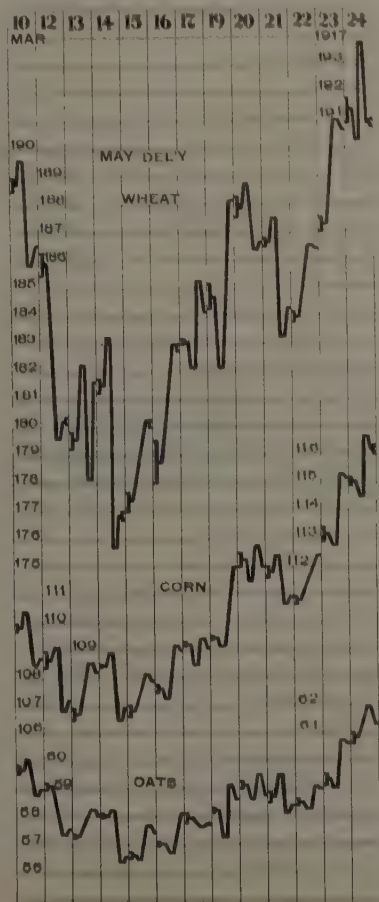
"Maybe not," Gil rejoined. "However, we've got concrete foundations that they can't dig through and that's about all we can do in that respect; but hereafter, henceforth, and forevermore, we fight rats! When you see one don't rest until you have killed two, and remember always to 'Swat the Rats.' For every dead rat you bring me I'll give you two-bits. There are the necessary materials; now go to it!"

This is a fancied conversation, of course, but wouldn't it be worth twenty-five cents per rat to have the employees in every elevator constantly making war on them?

(Continued on 504.)

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago for the two weeks are given on the chart herewith:



Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

		MAY WHEAT.											
		Mar. 16.	Mar. 17.	Mar. 18.	Mar. 19.	Mar. 20.	Mar. 21.	Mar. 22.	Mar. 23.	Mar. 24.	Mar. 16.	Mar. 17.	Mar. 18.
Chicago	.....	186 1/4	186 3/4	187 1/4	187 3/4	188 1/4	188 3/4	189 1/4	189 3/4	190 1/4	186 1/4	186 3/4	187 1/4
Minneapolis	.....	188 1/4	188 3/4	189 1/4	189 3/4	190 1/4	190 3/4	191 1/4	191 3/4	192 1/4	188 1/4	188 3/4	189 1/4
Duluth	.....	189 1/4	189 3/4	190 1/4	190 3/4	191 1/4	191 3/4	192 1/4	192 3/4	193 1/4	189 1/4	189 3/4	190 1/4
Omaha	.....	188 1/4	188 3/4	189 1/4	189 3/4	190 1/4	190 3/4	191 1/4	191 3/4	192 1/4	188 1/4	188 3/4	189 1/4
St. Louis	.....	185 1/4	185 3/4	186 1/4	186 3/4	187 1/4	187 3/4	188 1/4	188 3/4	189 1/4	185 1/4	185 3/4	186 1/4
Kansas City	.....	183 1/4	183 3/4	184 1/4	184 3/4	185 1/4	185 3/4	186 1/4	186 3/4	187 1/4	183 1/4	183 3/4	184 1/4
Millwaukee	.....	186 1/4	186 3/4	187 1/4	187 3/4	188 1/4	188 3/4	189 1/4	189 3/4	190 1/4	186 1/4	186 3/4	187 1/4
Toledo	.....	202 1/4	202 3/4	203 1/4	203 3/4	204 1/4	204 3/4	205 1/4	205 3/4	206 1/4	202 1/4	202 3/4	203 1/4
*Bull. more	.....	201 1/4	201 3/4	202 1/4	202 3/4	203 1/4	203 3/4	204 1/4	204 3/4	205 1/4	201 1/4	201 3/4	202 1/4
Winnipeg	.....	187 1/4	187 3/4	188 1/4	188 3/4	189 1/4	189 3/4	190 1/4	190 3/4	191 1/4	187 1/4	187 3/4	188 1/4

MAY CORN.

		Mar. 16.	Mar. 17.	Mar. 18.	Mar. 19.	Mar. 20.	Mar. 21.	Mar. 22.	Mar. 23.	Mar. 24.
Chicago	.....	108 1/4	108 3/4	109 1/4	109 3/4	110 1/4	110 3/4	111 1/4	111 3/4	112 1/4
Kansas City	.....	106 1/4	106 3/4	107 1/4	107 3/4	108 1/4	108 3/4	109 1/4	109 3/4	110 1/4
St. Louis	.....	108 1/4	108 3/4	109 1/4	109 3/4	110 1/4	110 3/4	111 1/4	111 3/4	112 1/4
Omaha	.....	104 1/4	104 3/4	105 1/4	105 3/4	106 1/4	106 3/4	107 1/4	107 3/4	108 1/4
*No. 2 Red Western.	.....	108 1/4	108 3/4	109 1/4	109 3/4	110 1/4	110 3/4	111 1/4	111 3/4	112 1/4

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Ransom, Ill., Mar. 22.—Much talk of oats sowing in the latter part of month.—Farmers Elvtr. Co.

Springfield, Ill., March 15.—Have had sufficient rain for the present; think our wheat crop is pretty generally in good condition.—John H. Lloyd & Co.

Sidney, Ill., Mar. 14.—Recent rains and warm weather showing the conditions that the wheat went thru during the winter; while the tops of wheat appeared to show that it was dead since the rains it is beginning to get green and show signs of coming out and making a crop.—Fay R. Best.

INDIANA.

Evansville, Ind., Mar. 21.—An unusually large crop of oats will be sown in this section this year.—C.

Evansville, Ind., Mar. 19.—About $\frac{1}{2}$ of growing wheat in southern Indiana, southern Illinois and western Kentucky was destroyed by the recent cold weather.—Capt. Wm. Ruth, official government forecaster.

IOWA.

Winfield, Ia., Mar. 13.—Spring prospects for crop are best; frost is getting out of ground and we are having a fine rain; will commence seeding oats in about a week; pictures getting green; can not tell about winter wheat as yet; not very much was seeded.—H. W. Van Dyke, mgr. Winfield Elvtr. & Supply Co.

KANSAS.

Nettleton, Kan., Mar. 19.—Prospects for crop good; had good rain and sun.—J. R. Nelson.

Day, Kan., Mar. 23.—About 80% of growing wheat is winter killed.—C. C. Anderson, agt. Baker-Crowell Grain Co.

Hill City, Kan., Mar. 19.—Crop prospects very poor; dry and windy at present.—J. Griffith, mgr. Farmers Union Shipping & Business Ass'n.

Red Wing, Kan., Mar. 21.—Growing crop very late; some fields being sowed to oats.—F. Burenbarrieck, mgr. Farmers Union Grain & Supply Co.

Quinter, Kan., Mar. 19.—Poor prospect for crop here; no subsoil moisture; will take a lot of rain next 3 months to make wheat crop here.—V. A. Fritts.

Shordahl sta. (Scandia p. o.), Kan., Mar. 21.—Wheat in this territory in very poor shape; most of it has been winter killed except of being so dry.—J. W. Berry.

Mende, Kan., Mar. 8.—I fear that south-west Kansas will produce a rather short wheat crop this year; with favorable conditions we can have about $\frac{1}{2}$ to $\frac{3}{4}$ crop, but each succeeding day of dry weather, and especially when accompanied by high winds of past few days, lessens our chances measurably.—C. A. Lovell.

MISSOURI.

St. Joseph, Mo., Mar. 23.—Have had several good rains here in past week or 10 days; it is felt that much good has been done to the growing crops in this territory.—Allan T. Went, ass't sec'y Grain Exchange.

MONTANA.

Burnham, Mont., Mar. 7.—Conditions here are excellent for crop next summer, as there is great dead snow still on the ground.—C. F. Schoonman, agt. International Elvtr. Co.

Three Forks, Mont., Mar. 22.—Spring is late in this section; no signs of it breaking up yet awhile; winter wheat came thru fine so far.—J. M. Stromman, mgr. Three Valleys Co-operative Ass'n.

NEBRASKA.

Wilber, Neb., Mar. 19.—Winter wheat badly damaged; a little early to estimate, but believe fully 50% is dead.—Farmers Elvtr. Co.

Greeley, Neb., Mar. 23.—Wheat does not look good, but a little early yet to estimate damage.—C. T. Weekes, of Farmers Co-operative Co.

Upland, Neb., Mar. 12.—Wheat does not look good in this locality; yield will not be large unless spring is very favorable.—Thos. C. Lorenzen, mgr. Peoples Grain, Coal & L. S. Co.

North Platte, Neb., Mar. 12.—Western part of Nebraska, eastern Wyoming and Colorado are in good condition to expect a good crop account heavy snowfall during winter; understand that eastern Nebraska is rather dry; much of wheat has been damaged by lack of moisture.—W. H. Crumer.

Marquette, Neb., Mar. 17.—Weather has been fine this winter; have not had much snow; it started to rain on Mar. 15 and then turned to snow on Mar. 16; are having a heavy wet snow, which is drifting but is not cold; this will make the wheat come and put ground in shape for oats sowing.—E. G. Raymers.

Hebron, Neb., Mar. 17.—Had dandy snow this week in this territory, which went off with rain; no water ran on land; this is first moisture we have had for long time; our wheat looked very bad; no top growth at all; some think it is dead but I believe they will be pleasantly surprised; a few warm days will tell the story.—H. D. Harding, mgr. Hebron Elvtr. & Shipping Ass'n.

NEW MEXICO.

Clovis, N. M., Mar. 13.—Wheat condition about 80% at this place.—Lester Stone.

OHIO.

Tiro, O., Mar. 17.—Early sown wheat looks fine; indications are for a bumper crop; farmers have started plowing for spring crop.—Co-operative Grain & Mfg. Co.

Ohio, Mar. 19.—The high water along the lower Ohio river last week, which was the highest since the disastrous flood of 1913, damaged little of the corn that is stored in cribs along the river. Had the river gone 2 feet higher it is believed that thousands of bus. of corn would have been destroyed, as many farmers are holding their corn for higher prices.—C.

OKLAHOMA.

Oklahoma City, Okla., Mar. 12.—We are very much in need of rain here but indications this morning point very favorably towards moisture immediately.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

OREGON.

Maupin, Ore., Mar. 6.—Crops fair; moisture below average.—Hunts Ferry Warehouse Co.

SOUTH DAKOTA.

Salem, S. D., Mar. 14.—Look for big crop next year as ground is and has been well covered with snow.—Peter Dampman.

Sinal, S. D., Mar. 23.—Less wheat will be sown here this spring; acreage of oats and corn will be increased.—Simon Soward.

Bonilla, S. D., Mar. 12.—Small grain acreage will be about 25% less and corn acreage 25% more in this territory for 1917.—J. E. Rush.

Webster, S. D., Mar. 12.—Ground in good shape for spring work; more plowing done last fall than ever before; acreage will be about same as last year.—Frank C. Wendt.

Crandon, S. D., Mar. 21.—Will be 3 weeks before farmers can get into fields; spring will be very late account so much snow just starting to thaw.—G. G. Stahl, mgr. Farmers Elvtr. Co.

Morristown, S. D., Mar. 14.—Prospects good for bumper crop of small grain here; will be large acreage of all small grain sown.—A. B. Coutts, agt. Columbia Elvtr. Co.

Wall, S. D., Mar. 15.—Good acreage of winter wheat sown; looks very well so far; has good snow covering as yet; there will be about 20% more corn sown than usual as hogs are high in price.—John F. Harnden.

WASHINGTON.

Warden, Wash., Mar. 20.—Have an unusually late spring this season; seeding has just been started and is progressing very slowly as the farmers can not start until afternoon because the ground is frozen every morning; farmers are getting uneasy about this as there was practically no fall wheat sown and there are large areas to be seeded with spring wheat. Wheat seeded here will be practically all Early Bart; this wheat has given very good yield past season and as it matures earlier than blue stem it eliminates partly the danger from the heat. Last year's crop was good quality; there was a good demand for same for shipment to the eastern markets.—Edward Beck, mgr. Jantz Grain Co.

WISCONSIN.

Milwaukee, Wis., Mar. 22.—The farmers of Wisconsin anticipate the greatest agricultural year in the history of the state, according to George D. Bartlett, sec'y of the Wisconsin Bankers Ass'n. He says that on account of the high prices, increased demand and the great food shortage in this country and abroad, Wisconsin farmers will plant great quantities of wheat, barley, oats and other grains. Land which has heretofore been given over to hay will be planted with grain.

ONE of the handsomest reproductions of the American flag adorns the calendar of B. C. Christopher & Co. The engraving is embossed on a heavy white card, 11x14 ins., and shows a screaming American eagle bearing the flag aloft.

PITTSBURGH, PA.—We have installed at Petersburg a plant costing us about \$35,000 in which we grind material for tin plate manufacturers to clean their tin plate. We will also produce at this mill pea vine meal, which will be very similar to alfalfa meal. We expect that this plant producing pea vine meal will be in operation in about thirty days. We will not engage regularly in the feed business at that point. Our principal business is the supplying of tin plate manufacturers with material for absorbing palm oil from their plate, and then in turn marketing it as feed. These goods are sold under copyrighted trade-marks, namely, Palmo Midds and Palmo Meal. At present our entire output for 1917 of raw material and finished goods has been contracted.—Newsome Feed & Grain Co.

Our Callers

N. M. King, of J. M. King & Son, North Vernon, Ind.

T. D. Phelps, pres. Farmers Grain Co., Denver, Colo.

Ray Nelson, Experiment Station, East Lansing, Mich.

W. L. Richeson, chief grain inspector, New Orleans, La.

H. H. Alfrey, scale inspector Rock Island Lines, El Reno, Okla.

C. A. McCotter, sec'y Grain Dealers Fire Ins. Co., Indianapolis, Ind.

Clay Johnson, supervisor of weights, Board of Trade, Peoria, Ill.

V. E. Butler, director Grain Dealers Fire Ins. Co., Minneapolis, Minn.

David J. Price, engineer in charge grain dust explosions, Bureau of Chemistry, Washington, D. C.

Dr. H. H. Brown, chemist, Bureau of Chemistry, U. S. Dept. of Agriculture, Washington, D. C.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Sidney, Ill., Mar. 14.—Car situation still remains bad; elvtrs. are carrying much corn and are out of the market until they can clean up the old corn on hand; still a big lot of corn and oats to move.—Fay R. Best.

Springfield, Ill., Mar. 15.—Car situation about as bad as ever and of course a serious handicap to shipping; quite a lot of corn in country elvtrs.; much of it is shelled and we are uneasy about it.—John H. Lloyd & Co.

Ransom, Ill., Mar. 22.—Corn stocks very light and closely held; oats are largely contracted and waiting to go out from farm to market; stocks not heavy; car shortage has about killed all business.—Farmers Elvtr. Co.

Peoria, Ill., Mar. 1.—Receipts of grain at this market during February, 1917, were 104,400 bus. wheat, 2,373,700 bus. corn, 592,550 bus. oats, 19,200 bus. rye and 203,000 bus. barley; compared with 222,100 bus. wheat, 4,681,350 bus. corn, 703,500 bus. oats, 12,000 bus. rye and 160,000 bus. barley for February, 1916. Shipments included 105,800 bus. wheat, 1,629,500 bus. corn, 442,900 bus. oats, 41,000 bus. rye and 82,600 bus. barley; compared with 189,500 bus. wheat, 1,811,500 bus. corn, 504,800 bus. oats, 9,600 bus. rye and 77,000 bus. of barley for February, 1916.—John R. Lofgren, sec'y Board of Trade.

IOWA.

Winfield, Ia., Mar. 13.—Corn and oats, that was to move this spring, pretty well moved out; considerable oats to move after seeding and crop gets good start.—H. W. Van Dyke, mgr. Winfield Elvtr. & Supply Co.

KANSAS.

Sherdahl sta. (Scandia p. o.), Kan., Mar. 21.—Very little grain left in farmers' hands.—J. W. Berry.

Day, Kan., Mar. 23.—About 10% of old crop still in farmers' bins.—C. C. Anderson, agt. Baker-Crowell Grain Co.

MICHIGAN.

Lansing, Mich., Mar. 5.—The total number of bus. of wheat marketed during February at 75 elvtrs., 70 mills and to grain dealers is 178,015 bus.; compared with 323,093 bus. last year. The estimated total number of bus. marketed in the 7 months, August-February, is 6,250,000 bus., against 6,500,000 bus. for the corresponding period last year.—Coleman C. Vaughan, sec'y of state.

MONTANA.

Ethridge, Mont., Mar. 15.—Grain is about all marketed here.—Geo. A. Norman.

Three Forks, Mont., Mar. 22.—About 90% of wheat marketed; feed is high; oats selling at \$2 per cwt.—J. M. Stroman, mgr. Three Valleys Co-operative Ass'n.

NEBRASKA.

Wilber, Neb., Mar. 19.—About 10% of 1916 crop in farmers' hands.—Farmers Elvtr. Co.

NORTH DAKOTA.

Barton, N. D., Mar. 17.—Have handled about 300,000 bus. of grain this year with about 30,000 bus. still in the hands of farmers.—R. C. McCann, agt. Monarch Elvtr. Co.

Loma, N. D., Mar. 12.—Grain receipts so far this season have been good; about 350,000 bus. received; grain nearly all sold; about 5% left in farmers' hands.—Henry Haugland, agt. Northland Elvtr. Co.

OREGON.

Maupin, Ore., Mar. 6.—Elvtr. full, also warehouse, can not get cars.—Hunts Ferry Warehouse Co.

SOUTH DAKOTA.

Webster, S. D., Mar. 12.—About 90% crop has been marketed.—Frank C. Wendt.

Wall, S. D., Mar. 15.—Very little grain in farmers' hands now; some to be threshed yet.—John F. Harnden.

Sinai, S. D., Mar. 23.—No grain moving now; roads in bad condition; very little grain left in farmers' hands.—Simon Soward.

Revillo, S. D., Mar. 15.—About 100,000 bus. of grain shipped from this station up to this time.—Wm. Wentzlauff, agt. Great Western Grain Co.

Clark, S. D., Mar. 22.—This station will ship about 200,000 bus. of grain this year, compared with 1,000,000 bus. last year.—E. J. Keenan, mgr. Farmers Elvtr. Co.

Plankinton, S. D., Mar. 14.—Think this station will handle about 300,000 bus. of grain this year; about 60% of receipts is wheat.—J. C. Weimer, mgr. Farmers Elvtr. Co.

Timber Lake, S. D., Mar. 13.—Have shipped about 125,000 bus. of grain this season; total business for season will probably reach 150,000 bus.; no corn, oats, speltz or barley shipped out.—N.

Ramona, S. D., Mar. 14.—Almost all grain is moved from farmers in this section; possibly 15% in farmers' hands that will come in later in spring or as soon as roads break up; all elvtrs. here nearly full account of car shortage.—D. C. Pederson.

Sturgis, S. D., Mar. 14.—About 100 cars of wheat shipped out this year; this is abnormal as there was a lot of old wheat held over from the former year with the anticipation of a high price.—V. I. Caton, agt. Rapid River Mlg. Co.

Crandon, S. D., Mar. 21.—We had very good business so far considering poor crop; will handle about 75,000 bus. of wheat, corn, oats, barley and speltz; we have 1,500 bus. of ear corn on hand.—G. G. Stahl, mgr. Farmers Elvtr. Co.

Claire City (Eddy p. o.), S. D., Mar. 21.—This year shipped about 100,000 bus. of wheat, 4,000 bus. of flaxseed and 15,000 bus. of barley from this station, compared with an average of 350,000 bus. of wheat, 5,000 bus. of flaxseed and 60,000 bus. of barley.—A. Hendrickson, mgr. Farmers Grain & Fuel Co.

WISCONSIN.

Sister Bay, Wis., Mar. 15.—This station handled 4,827 bus. of grain last fall.—Liberty Grove Produce Co.

Grantsburg, Wis., Mar. 6.—About all grain is marketed by this time; great shortage of cars here this winter, so there is no chance to get anything moved.—Hickerson Roller Mill Co.

Belt Ry. of Chicago, effective Mar. 8, removed its embargo of Feb. 2 on carload freight for the New York, Chicago & St. Louis R. R.

Baltimore & Ohio, effective Mar. 3, extended its embargo on freight for or via the port of New York to prohibit acceptance of all freight for export.

Pennsylvania Lines West of Pittsburgh, effective Mar. 9, amended embargo as revised Mar. 7 to cover grain from all connections when intended for Elizabeth Street Elevator of Hales & Edwards, Chicago, Ill.

The Embargoes.

Indiana Harbor Belt, effective Mar. 3, removed its embargo of Feb. 5 on cars for Keystone Elevator, South Chicago, Ill.

Erie, effective Mar. 5, removed its embargo of Dec. 20 on grain consigned to Carscallen & Cassidy, Jersey City local or Long Dock lighterage free.

Pennsylvania, effective Mar. 10, removed its embargo of Feb. 13, on freight destined to points on or via the Baltimore & Ohio R. R. at Allegheny, Pa.

New York Central, effective Mar. 10, removed its embargo of Feb. 27 on eastbound carload freight routing to or via the Erie R. R. at North Judson, Ind.

Boston & Maine, effective Mar. 5, on all shipments routing to or via its line at Mechanicsville, Rotterdam Jet, or Troy, N. Y., except feed for livestock, etc.

Wabash, effective Mar. 12, removed its embargo of Nov. 14 on shipments of import grain for delivery to connecting lines at Niagara Falls and Black Rock, N. Y.

Wabash, effective Mar. 9, revised, and continued in effect on grain for delivery at Detroit, Mich., its embargo of Nov. 25 on carload freight for Detroit, Mich., proper.

Michigan Central, effective Mar. 1, on all shipments of grain consigned to Buffalo, N. Y., proper or for movement thru Buffalo via Black Rock, N. Y.

Wabash, effective Mar. 8, on all carload freight destined beyond Detroit, Mich., when routed via Michigan Central R. R. or Grand Trunk Ry.

Grand Trunk, effective Mar. 7, on all traffic destined to points in the United States originating at stations and received from connections Toronto, Ont., and east, except less carload merchandise, field and garden seeds, fertilizer, and agricultural implements.

Michigan Central, effective Mar. 8, revised and continued in effect as follows its embargo as revised Jan. 15: Embargo all grain from connections at Detroit for delivery to Michigan Central Elevator at Detroit, Mich. Embargo all shipments for delivery to Michigan Central Elevator at Kensington, Ill.

New York Central, effective Mar. 8, modified its embargo of Jan. 22 covering freight routed to or via the Michigan Central R. R. at Black Rock and Suspension Bridge, N. Y., to permit acceptance of shipments restricted by this embargo when authorized by G. H. Ingalls, Freight Traffic Manager, New York Central Lines, Chicago, Ill. Card and revenue waybills must bear notation "Authorized by G. H. Ingalls, authority No. —."

Pere Marquette, effective Mar. 13, revised and continued in effect as follows its embargo as revised Jan. 23: Embargo all shipments from connections at Detroit and West Detroit for team track delivery at Detroit and West Detroit. Embargo carload shipments for delivery to C. P. Ry. at Detroit, except foodstuffs and feed for animals for domestic consumption. Embargo all shipments for movement via Rondeau and Car Ferry. Embargo all freight for Michigan Central R. R. delivery at Detroit. Embargo beans for Alto and Elmdale Stations. Will not accept grain for reconsignment beyond Pere Marquette R. R. Stations.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916.	1915.	1916.	1915.	1916.	1915.
July 1, to Dec. 30....	153,976,000	164,304,000	22,912,000	9,686,879	60,408,000	39,457,000
	1917.	1916.	1916.	1915.	1916.	1915.
Jan. 6.....	6,064,000	8,322,000	580,000	736,000	1,492,000	1,308,000
Jan. 13.....	4,930,000	7,680,000	1,771,000	535,600	1,656,000	2,095,000
Jan. 20.....	4,891,000	7,247,000	1,091,000	692,000	3,222,000	1,568,000
Jan. 27.....	5,383,000	7,029,600	1,556,000	868,000	1,838,000	1,946,000
Feb. 3.....	5,511,000	8,375,000	881,000	660,000	1,960,000	1,811,000
Feb. 10.....	4,375,000	8,046,000	1,343,000	974,000	1,334,000	2,010,000
Feb. 17.....	4,753,000	6,490,000	1,712,000	1,769,000	2,705,000	2,635,000
Feb. 24.....	4,122,000	6,450,000	1,321,000	490,000	1,779,000	2,104,000
Mar. 3.....	4,702,000	6,322,000	1,500,000	764,000	2,661,000	2,653,000
Mar. 10.....	4,679,000	7,415,000	1,540,000	923,000	2,917,000	1,834,000
Mar. 17.....	3,358,000	7,389,000	1,934,000	834,000	1,615,000	3,424,000
Mar. 24.....	4,387,000	7,449,000	1,602,000	1,500,000	1,839,000	2,581,000
Total	105,212,000	252,618,000	39,754,006	21,032,879	85,026,000	65,426,000

Grain Scales and Grain Weighing

By H. H. ALFREY, SCALE INSPECTOR ROCK ISLAND R. R.

The subject of this paper covers such a number of items involved with the handling of grain, that I will not go into detail with each of them, but will endeavor to describe, in a general way, some of the scales and weighing practices in existence at the country elevators, with which I have come in contact through the inspection of grain and elevator scales.

Very few commodities are high priced as grain have their value determined in such various ways—from an actual net weight on a railroad truck scale to an estimated weight by cubic contents of the car.

Estimated weights are very unreliable, and a source of trouble to shipper, carrier and receiver. In order that a reasonably accurate measurement weight may be determined, the grain must be of a known quality, and the same height over the entire car.

The question of settling of the grain in the car, before taking measurements, is also an important matter, but probably has less effect on the result than the other two features mentioned, unless estimated weights be used at both loading and unloading points. Some grain may actually settle as much as two inches in transit. However, this does not materially affect the calculated measurement weight, for the reason that in settling, the grain on the bottom of the load is proportionately heavy as the top is light, and for the further reason that the grade of the grain is usually determined by use of the kettle footer, in which the grain is placed loosely and stirred thoroughly. Therefore, differences usually attributed to this cause are due to other reasons.

Altho the Winchester bushel of 2150.42 cubic inches governs as the standard bushel for all kinds of grain, two bushels of the same kind of grain may not weigh exactly the same. For example, some wheat may weigh 54 lbs. and some 62 lbs. to the bushel (which is not an uncommon variation in wheat grades). Therefore, the weight per bushel is essential, and the grain must be of uniform depth in the car to arrive at the weight by measurement. In the standard 40-ft. 80-M capacity grain car, every inch in height represents 22 bushels. Estimated weights, altho calculated carefully, are subject to large discrepancies.

Wagon scales are used to a great extent for weighing grain shipped at country stations where there are no scales in the elevator, or where grain is loaded directly from wagons into the cars. This method results in many errors. To handle grain in this manner through an elevator after it is weighed on a wagon scale, it is necessary to keep a record of the amount in each bin, and but one car can be put into a bin at a time.

At least seventy-five per cent of the bins in country elevators will hold more than one carload, and during the threshing season it usually becomes necessary, through shortage of cars, to fill the houses to their capacity, thus losing definite record of the amount going into the cars, for after loading the first car, the amount remaining can only be estimated. No allowance is made for loss of grain due to natural shrink, wastage in handling, leaky spouting, etc., which may vary from one-half to three per cent, and sometimes, in wet seasons, it exceeds this amount, depending upon the grade and condition of the grain.

The method of loading from wagons into cars has two serious disadvantages. Loss of grain due to waste in loading by hand at the car, which cannot be avoided, and the changing of grain to the wrong car where two or more cars are being loaded at the same time. The farmer is given the scale ticket, usually without a car number on it, and is directed to a certain car to unload his grain. All cars look alike to the average farmer and he unloads his grain at the most convenient place. Innumerable instances of where one car runs short and another, which was loaded at the same time, runs over a similar amount, prove beyond a doubt that this is no uncommon occurrence.

About ninety per cent of wagon scales are installed on wood foundations, or at least with wood between the footing and the scale seats; and with scales of the corner iron type a wood coping is usually used. Few owners ever go under a scale

unless something very noticeable is wrong. Consequently, the condition of the timber is not known until it is positively rotten. Wood foundations, or bearings, are poor enough at best, and scale men should co-operate in an effort to discourage anything other than a concrete, stone or hard brick foundation for an outside scale. Timber is commonly used because it is easier and quicker to set, and the scale's accuracy is thus sacrificed for convenience. As a rule, the local carpenter is employed to install a new scale; and carpenters, as a class, have a poor idea of the requirements of the different parts of a scale and do not give sufficient attention to the levels and alignments.

The beam is generally placed with a view to convenience and conformity with the scale office rather than with reference to the rest of the scale, and it is not out of the ordinary to find a steel-yard rod out of plumb from one-half to three inches on this account. Another common defect of beam installation of wagon scales is insufficient support, usually due to a weak floor in the office.

Much trouble arises with wagon scales of the pipe lever design, from dirt accumulating under the levers, which not only retards the action of the beam, but causes the scale to weigh light, particularly if it becomes frozen under the main levers.

One important feature of a wagon scale outside, generally considered of little consequence by the owner, is the necessity of maintaining a dry pit. Dampness creates a corrosion of the pivots, which detracts from the accuracy and life of the scale.

Hopper Scales: Probably the most general method of weighing grain, especially at terminal elevators, is by use of the hopper scale. In scales of this type we find some peculiar installations. Probably ninety per cent of hopper scales are installed in the top of the elevator with weigh beam on the first floor, connected with a rod varying from sixteen to seventy feet in length and from one-half to three-quarters of an inch in diameter. The top transmission lever, as a rule, is on a separate support from the scale, so that when the scale foundation settles, either from loading the bins or from application of a load in the hopper, the alignment of the transmission lever, with reference to the rest of the scale, is destroyed.

Several disadvantages accompany the installation of a weigh beam on the first floor with the scale upstairs. First, it necessitates two more levers in the scale, increasing the liability of errors due to friction and wear of the six additional pivots. The supports of either or both the top and bottom transmission levers are often inadequate. Sometimes the connecting rod is too light or is composed of a series of several sections hooked together instead of using turnbuckles or clevis and pin connections. Any one of these defects produce a yielding condition which is bound to affect the original position of the levers.

The deflection of the bearing feet timbers is another source of much trouble which is often unnoticeable until the scale is loaded near its capacity. Any deflection of the timber supporting the bearings results in eccentric loading of the pivots. This changes the multiplying power of the lever, and is frequently the cause of serious errors attributed to other conditions.

The deflection and yielding liable to the different parts of a wood construction hopper scale, are sufficient reasons why other than a capacity test is inadequate. Of course it is impracticable for an inspector to carry a sufficient amount of test weights for this purpose, on the larger scales, but the test should consist of at least twenty per cent of the capacity of the scale in sealed test weights. And in addition to this test, a sufficient amount of dead weight, grain, for instance, should be used, which, combined with the test weights, will equal the capacity of the scale; or a graduated test may be made with several loads of various amounts, in order to determine at just what point the error occurs.

Hopper scale foundations, supported either between or on top of bins, are a source of continual trouble. Ordinarily the stability of a country elevator is not sufficient to carry the capacity of the bins without perceptible settling and deflection, especially if but one side be loaded at a

time. This settling and deflection invariably throws the foundation timber out of level, destroying the alignment of the leverage.

The capacity of the hopper scale used in country elevators ranges from six thousand to eighteen thousand pounds, and occasionally as much as one hundred and twenty thousand pounds. Scales of the smaller capacity are usually set on built-up timber, either fitted between the bins or set on top of the studding, or cribbing, as the case may be. Occasionally a hopper scale is installed on the working floor, but this is considered to be poor practice, inasmuch as the grain must be re-elevated for loading after it is weighed, and this affords opportunity for it to go astray between the scale and car.

Aside from the actual defects of the scale, discrepancies in weights are often due to other conditions. Failure to balance the scale between each draft makes it possible for grain to stick in the hopper without being discovered. Even draft-weighing sometimes leads to duplication or failure to record a draft. The practice of the elevator man depending upon his memory until he gets to the office to make a record of the weight often results in errors which cannot be checked. Weighmasters should be prevailed upon to make a permanent record of each draft at the time of weighing, so that in cases of discrepancies the original record would be available.

Automatic Scales: In the smaller elevators, space and the rapidly changing which grain can be handled are the two essential factors. For these reasons, and the fact that most elevator men imagine they require little attention, automatic scales are becoming more and more numerous.

Of the various types and makes of these machines, probably the even arm type is the most perfected and effects the best results. There are several reasons why the even arm machines rival the ones of the multiple lever class. They have a higher degree of sensibility; their balance is easier maintained; errors due to friction and wear of the pivots are not multiplied; and the weights are not so easily confused while being changed for the different grains.

The register of an automatic grain scale is the most important part of its mechanism, as the accuracy of the weighing depends entirely upon this counter. There are two general classes of registers: continuous and non-continuous. The continuous register cannot be moved by hand and will turn back to zero when it has reached its limit while the non-continuous register can be, and usually is turned back to zero at the beginning of the loading or the unloading of a car. All of the better makes of automatic scales are equipped with the continuous register, and in addition to this some of them have a type registering attachment, which is another means of checking the weight, also making a record on a ticket.

Some scales installed in the top of the elevator as a matter of convenience have their register on the first floor, connected with a wire, chain or other means. But this practice is fast becoming extinct except where two registers are used, one on the scale and one on the first floor, in order to avoid several trips to the top of the elevator to see if the car is nearly loaded. With installations of this kind the reading of the register on the machine should govern at all times, as a register other than on the scale and directly connected, cannot be depended upon.

An ideal record of an automatic scale should show what each dump has been used for; and where such records are kept it is often possible to locate the cause of a shortage or an overrun when the scale is used for other than shipping purposes or when two cars loaded consecutively have become confused. Books are printed for this purpose, showing commodity, starting and ending numbers of the register, number of dumps, amount of each dump, car number, seals, billing reference, in fact, everything connected with the shipment. This form is in duplicate. The original, attached to the invoice, goes to the consignee and the copy remains at the elevator for permanent record.

Compensating device. If it were not for some arrangement to compensate for the grain in suspension at the time the gate on top closes, every draft would be heavy. Consequently, all automatic scales are equipped with a compensator for overcoming this feature. While on different makes of machines there are several different kinds of compensators, and various ways of attaching them to the scale, they all operate on the same principle and accomplish the same result. Namely, by placing

additional weight on the grain side of the scale, it is forced to cut off on top sooner than it otherwise would. Thus, after the grain in suspension falls into the grain pan, the scale will balance, having the required amount of grain in the scale, provided the compensator is correctly set. And setting the compensator, when properly done, is a very delicate operation.

The price of automatic scales is governed by their hourly capacity. Hence the ones in use at country elevators are of small capacity, most of them being three or four bushel, with occasionally one of six or eight. This necessitates from two to five hundred dumps per car. It is evident then, that an error of a fraction of a pound per dump would amount to several bushels on a carload. The stream of grain in suspension varies as much as three pounds so it is absolutely essential that the compensator be properly handled in order to obtain accurate results. Indications are that this feature is not given the attention it requires. Various causes make it necessary to test the compensator on each car loaded or unloaded. Different grains not only vary in weight from 20 and 65 pounds per bushel, but they do not flow the same through the spouting. Difference in grades of the same grain, dirt, dampness, or foreign matter affects the dribble. The speed at which the elevator runs when supplying the scale is not always the same. It would be very difficult to start the same size stream of grain into the boot every time. As the grain lowers in the bin, the stream decreases. These things should be considered when setting the compensator, and it should be set under normal running conditions of the elevator. That is, start the same size stream of grain to be used in loading out and have the elevator running at the regular speed. And above all, do not allow the hopper above the scale to fill up, for then the dribble is increased through pressure, and if the compensator is set under that condition the scale would be weighing light when the hopper emptied itself through ordinary operation.

The most convenient, and probably one of the best ways to set the compensator is to start the grain into the scale and try a few drafts without stopping either the grain or the elevator. This can usually be done without running the top hopper over, and if it is not set correctly an adjustment can be made, a little at a time, between drafts, until the required result is accomplished. This method does not materially affect the weight of the car being loaded or unloaded, and eliminates the disadvantage of stopping and starting the grain each time. Besides, one man can easily handle the scale in this manner, and if inspectors and representatives of scale companies would advocate this or a similar method of setting the compensator, probably the scales would receive closer attention and many discrepancies due to neglect and improper handling could be prevented.

The balance is another important feature of an automatic scale which, like the compensator, affects every draft; and ounces on scales of small capacity mean bushels on a carload. While there is very little to affect the balance, still we find them as much as a pound out of balance, due to wear of the pivots and the accumulation of dirt. Under ordinary conditions, once every two months is considered to be sufficient to remove the weights and try the balance.

The automatic scale is, in itself, a highly perfected machine; but, as with other machines built for delicate work, it is dependent entirely upon proper operation. Therefore, manufacturers and inspectors cannot be too specific or too imperative with their instructions to the operators.

The use of the track scale is becoming very extensive with the grain trade where the volume of business is sufficient to justify such an expensive installation, and is considered one of the most unquestionable means of arriving at the actual net weight of a car load of grain. It is the only method recognized as an "adequate weighing facility," under the Pomerene Bill of Lading law, which was recently passed, for the grain is actually in the final container and is delivered to the carrier before it is weighed, eliminating the possibility of loss in traveling from the scale to car. Because of this fact, there is little to be said concerning grain weighing on track scales, except of their construction.

Often times the country shipper does not give sufficient care to his scale or to the weighing, because grain is usually sold on destination weights and grades, but the up-to-date elevator man realizes the necessity of accurate weights as a matter of protection to himself.

It is only a question of time until grain weighing and weighing facilities will become standardized at the smaller stations, as it now is at terminal points. Barring a natural shrink in transit, and a tolerance for variations between scales and weighing practices, there is no reason why loading and unloading weights should not correspond.

Carrier Liable for Negligent Delay.

For negligent delay in transit and loss of grain in transit 50 separate claims were filed by the Cunningham Commission Co., of Little Rock, Ark., against the Rock Island road on Aug. 8, 1914, covering shipments that had been made between Aug. 10, 1910, and July 6, 1914. None of the claims exceeded the jurisdiction of a justice of the peace and were in various amounts from \$2.65 to \$138.75.

The justice court gave judgment for the plaintiff. The road appealed, but the circuit court affirmed with a judgment for \$1,939.97. Now the Supreme Court of Arkansas on Feb. 5, 1917, affirms the judgment, holding:

If the grain failed to reach Little Rock in time to be sent out and delivered to the customer, appellee would have to buy another car of grain in the city of Little Rock in order to fulfill its orders and would have to pay the market price therefor. In all cases where grain was delayed appellee would buy grain to fill its orders and put in a claim to appellant for the difference between the invoice price of the grain and the market price at Little Rock on the day that the shipment was due to arrive there. Of course, when the market price had fallen no claim would be put in. The claim would only be put in when the market price had risen. Appellee offered to permit appellant to take the delayed cars and handle them in its own way, but appellant refused to do this. Appellee then took the cars to its own elevator and handled them to the best advantage possible. Frequently this resulted in a much greater loss than that for which the claim was put in to appellant, but appellee has in no case put in a claim for this additional amount as damages. The evidence adduced in favor of appellee tended to establish the above facts.

On the other hand appellant adducted evidence tending to show that six, seven or eight days was too short a time for the grain to reach Little Rock from the point of shipment; that the usual time was ten days or more. Counsel for appellant concedes that there was sufficient testimony upon which to base the finding of the court that appellant was liable for the grain lost or damaged in transit, and that issue is not involved in this appeal. Counsel earnestly insists, however, that as to the great majority of the cars there was no unreasonable delay in delivering them. They insist that appellee's testimony is insufficient to prove that seven days is long enough time to allow for transporting a carload of grain from Davenport, Omaha, and Council Bluffs to Little Rock, and that it is improper to take the date of the B/L and count it as one of the seven days. Of course, it might be that the grain would not be delivered to the carrier until late in the day on which the bill of lading is dated, but a careful reading of the testimony in this case leads us to the conclusion that the day of the date of the B/L was not counted, and the shipment was considered to arrive at Little Rock when it reached any point in the yards of the company, even though it should require another day for it to be placed upon the proper side track.

The testimony to the effect that seven days was a reasonable time for a shipment to arrive from the points above named to Little Rock was given by officers and agents of appellee and by agents of other grain companies who were accustomed to handling many carloads of grain from the points named. Their testimony was based upon an experience extending over many years, and they testified that from their experience most of the grain shipped from those points reached Little Rock seven days after the date of shipment.

Their testimony was sufficient to establish negligent delay on the part of the railroad company in carrying and delivering the grain to appellee. It is true that the officers and agents of appellee stated at the trial that they could not remember each shipment at that time, but they stated

that their testimony was given from recollection at the time each shipment was delayed, and a claim was put in for the damages occasioned by the delay.

Again it is contended that the court erred in its declaration of law to the effect that appellee's measure of damages on the claims for delay was the difference between the market price of the grain at Little Rock on the date the grain should have arrived there and the market price thereof at the same place on the dates the grain did arrive. The measure of damages for negligent delay in the transportation of freight by a common carrier is the difference between the value of the freight at the time it was delivered and its value at the time it should have been delivered, unless the carrier had notice that special damages or more than ordinary damages would result from a failure to deliver in time. *C. R. I. & P. Ry. Co. v. Newhouse Mill & Lbr. Co.*, 90 Ark. 462, 119 S. W. 646, and cases cited; *K. C. & Memphis Ry. Co. v. Oakley*, 116 Ark. 20, 170 S. W. 572.

We do not think the words "loss or damage," as used in the B/L, refer to delay in transportation or delivery as contended for by counsel for appellant. We think the circuit court correctly held that these words were only applicable to cases where the goods were lost or damaged while in transit, and that they did not refer to cases of negligent delay in transportation or delivery. It can be readily seen how they could apply to cases where the goods were lost or injured in transit. If the goods were lost, the measure of damages to the shipper would be their invoice price. If the goods were injured, the measure of damages would be the difference between the market value of the goods in their damaged condition and their invoice price. It is not apparent to us how this rule could be applied in the case of negligent delay in transportation like the present case. The effect of appellant's contention would be to deny the shipper damages in cases like the present where the goods were bought for resale and the shipper was unable to carry out his contract because of the negligent delay in transporting and delivering the goods by the carrier. We think the evident meaning of the words "loss or damage," as above stated, refers to cases where the goods themselves are lost in transit or are physically injured while in transit.—192 S. W. Rep. 211.

The Mutual Elevator

(Continued from page 487.)

to laying out of the steam lines and the introduction of the proper steam specialties to make this part of the plant economical and free from trouble.

Power for the elevator plant is received at 25,000 volts and transformed to 550 volts for power and 220 for lights. The Mutual Elevator Co., has its own fireproof substation house and equipment of transformers, switch boards, meters, synchronous condenser, etc., all tending to perfect the power conditions. The motors range from 5 to 75 hp. about 600 hp. being used.

Work was actually started in the field by the Fegles-Bellows Engineering Co. Limited, about Apr. 1st, 1916, and regardless of most adverse commercial conditions in Canada, the contractor was able to redeem his promise to take in grain Sept. 15th, 1916.

WE FULLY REALIZE the valuable information that can be secured from the Grain Dealers Journal.—Adams Grain & Provision Co., Charlotte, N. C.

FIFTEEN DUTCH SHIPS chartered by the Netherlands Government are reported en route to New York, where it is intended that they will load with grain and return to Holland by the route well north of the submarine zone. Many Dutch ships loaded with grain are being detained in British ports either by the British authorities or thru fear of German submarines.

Australian Wheat Crop Taken Over by Government.

[Following is the last of a series of four interviews with Robert F. Durham of the Macdonald Engineering Co. on the facilities and methods of handling wheat in Australia, all of which have appeared in the Journal]:

In the latter half of 1915 when war had been in progress for a little over a year and the enormous demands on tonnage for military and naval purposes, combined with the sinking of many vessels, had begun to send tonnage rates up, the problem of marketing Australia's surplus wheat became serious. This was accentuated by the prospect of a much larger harvest than Australia had ever enjoyed. As has been previously pointed out, the Australian grain business was largely in the hands of a limited number of exporting companies. It became doubtful whether these companies would be able to get sufficient shipping in order to export the surplus. A prominent Australian shipping man originated the idea of having the government take over the entire wheat crop and become responsible for its export. The plan was seen at once by the ministers of agriculture of the various states to be feasible and to offer the best possible promise of satisfactory results in the financing and movement of the crop.

After various meetings at which the wheat-growing states were represented, the plan was put into operation. Details differed somewhat in the various states, but in general the farmers were to deliver their wheat to the railway stations as usual. Instead of the wheat being bot by the large dealers, a government receipt was issued for it showing the number of bushels delivered. The banks then advanced on these receipts 2 shillings and six pence or about 62 cents per bushel.

All of the wheat was pooled and the farmer retained an interest in the pool in proportion to the number of bushels which he had delivered. Wheat was stacked at country stations and forwarded to ports as fast as room could be found. As sales were made the pool was credited with the amount of the sale. When the entire crop was disposed of the total amount received for the wheat, less 2 shillings and six pence per bushel already advanced the farmers, and less the cost of handling and marketing, was to be distributed to the growers pro rata in accordance with the amount of wheat they had delivered.

After the plan had been in operation for a short time the advancing wheat market made it evident that much higher prices could be obtained than had been anticipated, and the advance to farmers was raised to 72 cents per bushel. As there is still a large surplus of the 1915-16 crop on hand at Australian ports final adjustment of the account has evidently been impossible.

THE HANDLING of the wheat at country stations and at ports and the general machinery of purchase was placed in the hands of the large wheat dealers. They were paid by the government about 7 cents per bushel for receiving, buying, handling and attending to the shipping. The commission for selling abroad was not included in this seven cents. The financing of the entire matter was largely in the hands of the Commonwealth Bank, which made advances for government account.

Some of the farmers thought that the government was taking steps which were too socialistic and was practically confiscat-

ing their wheat. There is no doubt, however, that the government was in much better position to get ships than were the wheat dealers, for it could negotiate directly with the British admiralty. The government undoubtedly shipped more wheat in a given time than the ordinary exporting companies could have done and probably at lower rates. In fact, it was able for a considerable time to get shipping at lower cost per ton than was being paid by private shippers from Rio de la Plata ports to Great Britain, altho the Argentine journey is much shorter. Moreover, if the government had not stepped in there is every reason to suppose that private dealers would not have felt it policy to pay the farmer as much for his wheat as he will eventually get from the pool. The shortage of shipping, combined with the enormous crop and the congestion at railway stations and ports would have forced the local price down, particularly in the case for farmers who were in urgent need of money, irrespective of the price in Liverpool.

Generally speaking, the government system has worked very satisfactorily. There is no question that when bulk elevators are established in Australia they will be built and operated by the government. In fact, some of the commercial machinery instituted by the war measures, as for instance, the government receipt to the farmers, is very similar to what would be used in ordinary times under a bulk system. The state governments, particularly those most socialistic in their tendencies, are therefore already considering the possibility of the state itself being the wheat merchant in the future, and it is my own opinion that in New South Wales and probably in two other states this condition will obtain before many years unless the general tendency toward communistic operation in all branches of government activity becomes much less than it is now.

D. H. Ross, British trade commissioner at Melbourne, Australia, in a report to the department of trade and commerce, says: "The British government has purchased the balance of the 1915-16 crop (awaiting exportation) and the whole of the new crop's exportable surplus at the rate of 4s 9d (\$1.16) per bu. free on board the steamer at loading ports in Australia. The imperial government is also finding the shipping tonnage to transport the wheat before June 30, 1917. The magnitude of these charters is apparent when the quantity to be removed overseas is estimated to be about, but not to exceed 3,000,000 tons. The price obtained is considered highly satisfactory in view of the fact that the average declared value of Australian wheat at port of shipment in the ten years ended in 1914-15 ranged from 3s 3d (.79 cents) in 1916 to 4s 2d (\$1) per bu. in 1910, and that the largest quantity exported in any year during the period was 64,000,000 bus. when 3s 6d (85 cents) was the average price realized." Mr. Ross says that the wheat production of Australia for the present year is estimated at 140,099,000 bus., as compared with 178,215,955 produced in 1916.

THE BULK HANDLING of wheat in Australia has been investigated by various states from time to time. There have been Royal Commissions' reports, estimates and opinions almost without number, but nothing definite was accomplished. The chief objection to the reports made was that those investigating were not familiar with the details of the bulk system. Many objections which appeared to various Royal Commissions as

valid would be instantly seen by American grain men to be quite groundless. Mr. George Walker, a prominent grain man of Sydney, New South Wales, has been active for many years in forwarding the bulk movement on every occasion. Ten years ago he was in Chicago collecting information on the question and he has lost no opportunity to endeavor to prove to his fellow countrymen that the sooner they abandon sacks the better.

A few mills have built facilities for storing wheat in bulk as shown in Figs. 1 and 2. These are called "silos," the same as thruout Europe, and have generally been built of reinforced concrete. The two plants shown in the illustrations are not in all respects in accordance with the best in grain storage but for pioneer elevators serve their purpose very well.

In 1915 the government of South Australia decided that the best course of procedure would be to have a report made by some one familiar with bulk handling in other parts of the world after a study of the conditions within South Australia. Such a report was made by me on behalf of the John S. Metcalf Co., outlining the objections to the sack system, the advantages of the bulk system, and the economies which could be expected if it were adopted, and giving estimates and tentative sketches for a system of bulk elevators. I made a similar report later to the government of the state of Victoria, and closed contracts for the design of a comprehensive system of bulk elevators for the state of New South Wales and for the state of South Australia. The drawings have been completed for a large part of the system, being made in the Melbourne offices of the Metcalf Co. Those interested in the reports and contracts for engineering work can secure more complete information from any of the district offices of the Bureau of Foreign and Domestic Commerce, United States Government in Dept. of Commerce File No. 1986.

What effect the war will have on the immediate construction of elevators in Australia is not yet apparent, but the state of New South Wales has already asked for tenders, as per the following notice:

Tenders, at a price per bu., will be received from Australian contractors up till noon on the 12th Feb., 1917, for the complete erection and installation, including all machinery, of a bulk handling system for wheat for the state of New South Wales, as follows:

- (a) 1 Terminal Elevator at Sydney, 3,000,000 bus.
- (b) 1 Terminal Elevator at Newcastle, 800,000 bus.
- (c) Country elevators at selected stations, having a total capacity of not less than 12,000,000 bus.

The work to be carried out in accordance with plans and specifications which may be seen at the state wheat office, 7 Bent St., Sydney.

Payment will be made in Treasury Bills at current rates.

Tenderers will be required to make a preliminary deposit with their Tender of £5,000, and to lodge in the Treasury the sum of £100,000, as a guarantee of good faith.

The lowest or any Tender not necessarily accepted.

Tenders must be sealed and endorsed, "Tenders for Wheat Elevators."

G. VALDER,

Under-Sec'y and Director of Agriculture.

The conditions of tendering are very strict and it may be doubted whether in view of the war satisfactory bids will be obtained. Tenders were to close on Feb. 12, but the time has been extended. Two American companies are interested in bidding.

Whether the construction of bulk handling elevators will proceed immediately or not, it is certain that this improvement must come before many years if Australian grain is to be marketed in competition with that from other parts of the world using the bulk system, and particularly when the handicap imposed by Australia's great distance from the European market is recalled. The increasing production will require something more efficient than the old-fashioned method at present in vogue.

As to whether or not grain dealers from this country could operate profitably in Australia, opinions may differ. The only international company established there so far as I know is Louis Dreyfuss & Co. The tendency toward government control is a sufficient reason for being doubtful as to the advisability of attempting to secure some part of the local business, and if the government controls the grain trade in the Australian home market it is likely also to extend its activities to the selling in the European market.

The extension of new railway lines into grain producing territory causes mushroom towns to spring up the same as on our western prairies. Illustration No. 3 shows a portable branch bank. This was at a new town at the outer terminus of a recently opened branch line. The bank can move from town to town and be open one day a week in each of six different towns. The station at which this picture was taken was shipping a very large amount of wheat. In fact, that was the only business of the place, and the bank was there to serve the grain interests.

THE GRAIN DEALERS JOURNAL is the good old reliable grain journal.—L. C. Allinger, Delphos, O.

SHIPS of the entente allies departing from New York from Feb. 1 to Mar. 5 were only 120; compared with 140 from Dec. 29 to Jan. 31. The American line's entire fleet of six steamers was tied up.

Track Scales Already Condemned.

The carriers' insistence that track scales are the only adequate and available facility for weighing grain under the Pomerene bill of lading law is hardly borne out by the facts. As between themselves grain shippers will not settle for a car of grain on the basis of track scale weights if hopper or automatic scales are available. The owners of the grain may be willing to settle for the freight on the basis of track scale weight, as the rate is perhaps only 10 cents per 100 pounds; but the grain is so valuable, \$3.00 per 100 pounds in the case of wheat, that they desire the most accurate hopper or automatic scale weight in settlement between themselves.

Grain dealers will be pleased to learn that the findings of the Interstate Commerce Commission coincide with their experience with track scale weights.

An exhaustive investigation of weighing in all parts of the country by the Commission revealed that three-fourths of all the track scales in use in the United States were of defective design or improperly constructed. Less than one-fourth were properly inspected. Not more than 10 per cent were accurately tested and a majority were not in a proper sense tested at all. The methods of weighing were heedless and unsatisfactory in many cases. The stenciled tare weights upon 80 per cent of all cars were erroneous.

Statistics indicated that in a test of 10,967 cars to determine the accuracy of the stenciled weight, 6,254 weighed more than the stenciled weight, the average variation being 461 lbs. to the car; 4,207 weighed less than the stenciled weight, the average variation being 548 lbs.; 506 cars were correctly stenciled. These cars were weighed without any attempt to see that they were free from foreign substances, the purpose being to weigh the car as it would ordinarily be delivered to the shipper for loading.

In the case of 5,316 of those cars they were cleaned and contained no foreign

matter which could increase the weight; 1,374 weighed more than the stenciled weight by an average of 352 lbs. to the car; 1,778 weighed less than the stencil weight by an average of 531 lbs. to the car; while 364 cars were accurately stenciled. It appeared that the weight of the empty cars was likely to vary from time to time on account of shrinkage in the wood, wearing away of certain points, the repairing of cars and the adding of new parts to replace old parts, the moistness or dryness of weather conditions, the presence of snow, etc.

HELD, that some method should be devised by which the actual weight of each empty car might be accurately arrived at, and it was not enough that on the whole the shippers suffered from inaccurate weights any more than the carriers. In re Weighing of Freight by Carriers, 28 I. C. C. 7, 21.

And still the grain carriers insist that track scales constitute adequate weighing facilities.

A LIST of maximum prices importers and manufacturers will not be allowed to exceed on bacon, butter, cheese and lard has been drawn up by the produce exchanges in all English cities, as follows: "Bacon—English, \$37.50 per 100 lbs. Butter—Australian, \$54.50. Cheese—American, \$40. Lard—American, in pails, \$35.25."

ESTIMATES of the 1917 wheat crop in France have been made by Victor Boret, president of the agricultural com'te as follows: For France a yield of from 180, to 190 million bus.; requirements, deduction being made for the invaded territory, 317 million bus., leaving a deficit of 127 million bushels. The wheat acreage of France was reduced about 800,000 by the invasion, out of a total of 16,250,000, while the deficiency for 1917 is estimated at 5,500,000 acres, of which 500,000 at least is expected to be made up by spring seeding of Manitoba wheat which it is now conceded will grow successfully in French soil.



Traveling Bank in Australia. Silos in Connection With Australian Mill.
[For description see facing page.]

Country Elevator Accounting Grain in Carlots

By AUDITOR PENN

Usually two classes of carlot shipments are to be accounted for in the country elevator business. One has to do with grain shipped in for sale at retail for feeding and seeding purposes, and the other is composed of carlot shipments of grain sent away from the station to be sold in a distant market.

Basic business principles require that a written confirmation of every trade involving one or more car loads of grain be exchanged by the parties concerned. The confirmation should be simple in form, and sufficiently complete to cover all points relating to the deal in a manner which leaves nothing to guess-work.

The first class of carlot shipments seldom consists of many items and its handling does not involve much book-keeping. Assuming that ticket book described as Fig. 1 page 404 of Journal for Mar. 10 is being used, it is suggested that a ticket be issued for each carlot received. To this extent it is treated as a wagon load purchased from a local farmer, and the entries from such a ticket should be handled in all respects, save possibly that of payment, exactly as a wagon load received. If this is done then the method already prescribed for accounting for wagon loads will apply to carlots received. Moreover, it becomes an easy matter to secure the stock record for ascertaining the amount of shrinkage during the time the grain is in the house. The money entry from the ticket book will be to credit the firm from whom the grain is purchased and, at the end of the month, to debit the grain account. The dealer will probably have been required to take up a draft before securing the B/L and the amount of same should be charged to the proper firm, giving the bank an equal credit.

In order that there may be a compact record of carlot receipts it is suggested that a portion of the shipment book described in the next paragraph be allotted to such transactions. They will not require many pages and any necessary changes in the column headings can easily be made with a pen.

SHIPPING BOOK.—In its most convenient and satisfactory form the book needed to record carlots shipped is one which provides for Sales, Shipments and Returns; all under a single cover, and all upon the same or facing pages. Such a form is presented in Fig. 4. When a sale is made it should be entered hereon from the copy of the confirmation, and sufficient room should be left between sales to permit all shipments to appear in their proper lines. Thus, a sale of five cars will require but one space under Sales, but, as five lines will be needed to show all Shipments made to apply on that sale, four additional lines should be allotted to its use before another is taken up in the sales part by a later sale.

The necessary items of information are so well known, and the figure explains itself so well, that it is not worth while to enter into a detailed explanation here; except to caution that the record be made to show clearly the destination weight, grade and discount. And, it should not be that sufficient simply to show the rate of discount per bushel. The amount should be extended. Thus,

if at 2c per bushel on 1,000 bushels the amount is \$20.00.

In the case of consigned grain the procedure is somewhat complicated, for one does not know the exact rate of discount, but the dealer will find himself repaid if he will take the trouble to ascertain a fair rate. For instance, let us suppose that a car of No. 3 wheat sells at \$1.89 on a day when the sales of No. 2 (the standard) range from \$1.88 to \$1.94. It is seen at a glance that \$1.91 is a "middle" price on No. 2. As our car of No. 3 brought \$1.89 it is 2c below this medium, and it will be fair to record the discount as 2c per bushel.

Separate pages should be used for each grain, and it has been found convenient to further sub-divide the record into sales to arrive and consignments. On the pages used for consignments that part of the space describing Sales will be disregarded, but there is no reason why another book need be kept for such shipments.

OF THE AUXILIARY FORMS needed we will consider, briefly, those for certificates of weight, shipping notices and drafts. Those used for ordering the car, for making affidavit of weight, and for other special purposes, while necessary, do not properly come within the scope of this article.

It is not often desirable to attempt to carry the book of forms for certificates of weight into the elevator while the loading is being done, and yet opportunities for error in the transcription of the figures must be reduced to a minimum. The man who loads the car should make a preliminary notation, setting forth the car number, initial, kind of grain, marked capacity of car, marked tare weight of car, weight of load (describing in detail how it was arrived at), and any other information which may be necessary in individual cases. This should be signed by the loader. In the office, then, this data is to be transferred to the weight certificate, and it signed by the same man. The weight certificates should be numbered consecutively and the number which appears on each should be placed upon every other record or document relating to that shipment. This is for the purpose of facilitating later examinations.

THE IDEAL SHIPPING NOTICE is that which will best acquaint the receiver with the contents of the car, and with the shipper's ideas and intentions regarding it. The receiver will much appreciate it if a copy of the notice is sent by mail, independently of the draft and B/L. He knows better what to expect, and in the case of consigned grain it is not inconceivable that he may be able to make a better sale. To be sure, there is no objection to having a shipping notice accompany the draft, but whether that be done or not the one sent by mail should be considered as of the most importance.

THE FORM OF THE DRAFT is rather immaterial, but the use of an envelope upon the face of which is printed the draft, and into which the B/L is placed, will absolutely assure no chance of the documents becoming parted in the journey through the various banks.

It seems unnecessary to say that the draft should recite the car number, initial, and the nature of the contents, in addition to the other features.

AT THE END OF THE YEAR a table similar to that shown in Fig. 3 page 405 of Journal for March 10 should be made for each grain sold in carlots. All cars of each grade should be tabulated in such form as to permit of bushels shipped and dollars of discount being footed. Tables will already have been prepared for lots sold at retail, and those totals, added to the totals for carlots sold, will give the entire quantity disposed of, the whole quantity of each grade, the total amount of discount (on each grade, as well as upon all grades together), and, if it is desired, the amount of money received for the whole. The latter is not necessary, as the figures can be readily taken from the ledger accounts. By comparing the results for the quantity sold with those for purchases the shrinkage is determined. (It being necessary, of course, to make proper allowance for freight claims collected and for grain still held on hand or in transit.) The quantity of each grade purchased, and sold, being known, it requires but a simple calculation in subtraction to learn whether more of a given grade has been purchased than has been sold, or vice versa.

If all records have been properly kept there is available the data necessary to determine the elements of handling cost (total and per unit) occasioned through shrinkage, and by reason of unforeseen discounts.

Each carload represents a considerable amount of money, and this is especially true in these days of abnormally high prices. Therefore, one must give the utmost degree of care to such parcels in order to make certain that no detail is overlooked. The method which will come nearest to attaining this end is the adoption of a simple, definite and complete system to follow with each carlot; and then to follow it implicitly in every case. One step should lead naturally to another until everything has been done, and no feature will ever be missed.

So much depends upon that thing which philosophers call the "human element" that one rather expects to find errors creeping in, yet it seems that it would be impossible for such a thing to happen as once came to the writer's attention. It was in a very small country station where two line companies operated elevators, and at a time when business was quite brisk. One local agent loaded a particular car (among others) with grain, and after it had stood on the siding a few days his neighbor asked him if he had not billed the car out. He steadfastly maintained that he had not loaded the car, and it was with difficulty that he was convinced of his mistake. The trouble lay in the system which he used, in that it permitted a car to be loaded and moved away from the house with absolutely no record to show for it. Perhaps such a thing could not happen now, but it is not clearly understood why it might not under the methods used in some places.

CASH RECEIVED.—Reference is made to my article for the description of a method for handling the entries for money received for grain sold in carlots.

The country elevator man deals with his farmer patrons face to face; it is an easy matter to exchange ideas and opin-

For instance, we may consider the cases—and they are numerous—in which the shipper wholly fails to make known his idea as to the grade of grain loaded into a certain car. When the receiver gets the inspection certificate he has no way of knowing whether or not the grade meets with the shipper's expectations. By the general appearance of the sample he is led to believe that it is the correct grade, and proceeds accordingly. Yet, how much more satisfactory, sometimes, would it be if he could see at once that the shipper would in all probability expect a higher grade. Certain steps which he might then take become eternally impossible after the deal is closed. The only solution lies in making everything plain about each car, and, no matter which end of the line we may occupy, in handling it just as we would want the other fellow to handle our car were positions reversed.

Grain brokers at Minneapolis were amazed for the first two or three weeks of February at the wonderful speed and accuracy with which bucketshops received the up-to-the-minute market quotations. For ten days they strove to find the leak. Then W. A. Thomas, of the brokerage firm of his name, noticed a man who came to his office every day and continually stood in exactly the same spot. All day long this man kept muttering the market quotations to himself as he wrote them down in a note book. Mr. Thomas became suspicious, and detectives were called in.

The detectives watched this man all day, and that night they broke into an office directly above the office of the brokerage firm. Here they found wires leading from a telephone headpiece receiver thru the basement to two nails driven thru the floor of the office of the brokerage firm. Six ordinary telephones were arranged on a table, with a piano bench for the operator to sit on.

The next day, Feb. 24, the detectives again watched the man standing in Thomas's office, and this time they walked slowly past him, and then, turning suddenly, they seized him and jerked his coat open. In the man's clothing was found a transmitter of the type usually used by switchboard operators, with a network of wires leading down thru his clothing to a metal piece on his heel. The telephone was so highly sensitive that as this man muttered seemingly to himself, his quotations were plainly audible to his partner in the room above, and this latter man relayed the quotations to five bucketshops. The sixth phone was labeled "Marie," and "Marie" undoubtedly not only gave the quotations to her employer, but also relayed them to the rest of the bucketshops.

I CAN NOT get along without the Grain Dealers Journal.—C. O. Hart, sec'y-mgr. Farmers Ass'n, Monroe, Neb.

RETURNS FROM SHIPMENTS

Fig. 4.—Grain Sales, Shipments and Returns. Top Rulings are of Left Hand Page. Bottom Rulings and Columns are of Right H and Page.

Fig. 4.—Grain Sales, Shipments and Returns. Top Rulings are of Left Hand Page. Bottom Rulings and Columns are of Right H and Page

Application of the New Rules to Corn Grading.

BY ADOLPH GERSTENBERG.

Happening to hold the position of chairman of the Grain Com'te of the Board of Trade of the city of Chicago, when the new rules applied on Dec. 1, 1916, I ran into a hornets' nest.

On Dec. 1st the Illinois inspection of grain was conducted under Federal regulations, which regulations were adopted by the Utility Commission of the State of Illinois; and on Dec. 5th we had the first trouble.

A party sold some 3 corn to arrive Dec. shipment. On Dec. 7 the car arrived, graded No. 3; the moisture test on it, one-tenth—18%; the balance 17.20. I believe all the men in the grain trade for years back had been educated on the line that the lowest grain in the car should establish the grade for the whole. You will note that this one-tenth—18%—is over the moisture requirement of No. 3 corn, which is 17.50. Under the regulations adopted in Washington, promulgated by Mr. Brand, under the law the average can be taken; consequently, the average of this car was reached by making the moisture test 17.40.

The case came to my attention, and on that day we had the pleasure of having Mr. Brand, the gentleman who has charge of this work was visiting the Grain Inspection Department and it was my pleasure to secure an audience with Mr. Brand and this question was thoroughly discussed. Mr. Brand is a very fair man. He and I do not agree as to final conclusions, but I think we have a good one to go to when any question comes up in regard to grading.

The final disposition of this car was settled by the buyer accepting it and that closed my work, but it had gone so far that tho we wished to stop it here, my work had only started.

This car was so graded under paragraph 8, Regulation 5, of the Rules governing the Enforcement of the United States Grain Standards Act that:

"In case it shall appear that a lot or parcel of grain has been so loaded or handled as irregularly to conceal evidently inferior grain, a sample of such inferior grain, otherwise complying with this regulation, shall constitute a sample of the entire lot or parcel."

Under that rule the department decided that the grain remained No. 3.

ROCK ISLAND CAR 66138 grades 4 yellow corn; one-half of it tests at 20.20. According to the law the requirements on 4 corn are 19.50 moisture. Here is 4 which is 20.20 on half the car, the balance 18.60, so graded under the new regulation, strikes an average of 19.40, and it is 4 yellow corn. Now, that is all right in December temperature, but I want to call attention to the trouble we had two or three years ago when we had 3 corn grading 19 moisture, which occasionally was raised to 19.25 when such corn later got out of condition.

The Grain Sampling Department of the Board of Trade of the City of Chicago took a separate testing of this car and we discovered two-thirds of this car of corn was 20.20 and one-third 18.60. On this car we got back to the same trouble we calculated this new grade act would avoid; that is, the individual in performing his work, estimates the quantity of 20.20 corn, when in reality instead of half it was two-thirds. Now, take this in May when 20.20 is not one-half but two-thirds, any day when the weather is in such condition the seed

will germinate, the chances are that during the germinating season this corn will get out of condition thru further deterioration, when you get it to your elevator. As chairman of the Com'te I have handled corn when it was hot with a moisture test of 18.20. So this grading on moisture test as shown, becomes a dangerous question to the trade.

C. M. & ST. P. CAR 914 tested one-third 19.50, and two-thirds 16.20, only two points under requirements. That is where I learned to figure fractions. They struck an average of 17.30. This car of corn, under the Interstate Commerce, went as No. 3. When it started east the buyer declined it, and it had not yet crossed the state line so it was turned around and went into Illinois, and stayed in Illinois, into the Corn Products Company, and was put as 4 corn. In other words, under Illinois inspection it was 4 corn, under Interstate it was 3 corn. It was both the same corn, with part of it 19.50.

THE STEAMER ARTHUR ORR was loaded with corn picked up in this market, and placed in the public warehouse. Lake navigation was about to close—was hurrying to a close—and the owner of it decided to ship it; so this cargo of corn consisted as follows: No. 2 corn, 3,885 bus.; No. 3 corn, 69,273 bus.; No. 4 corn, 54,762 bus.; No. 5 corn, 13,471 bus.; total 141,391 bus. This corn was all inspected during December under the Federal Act and placed in a public warehouse under the authority of the Utilities Commission of the State of Illinois. We forced the Inspection Department to work one reform, and that is not to place a higher grade on a carload of grain than the lowest grade that the carload contained, so the inspection certificate went No. 5. This corn was run out of different bins and shot into spouts right down into the hold of the vessel. The average moisture test of it is 17.40 but the grade remains No. 5. Here is the Federal regulation; here is corn 20.20, grades 4; and here is 17.40, remains No. 5. Now, this is still under investigation by the Government. Mr. Brand is a very busy man. I am not in any hurry for his decision, but I am waiting for his conclusion. The decision on this case will be very interesting to the trade.

ANOTHER. Unfortunately, the clear evidence on this case has been taken away. I am one of the unfortunate members trying to get his work started

and the interested party quits. This is a carload of grain that left Minneapolis, moisture test 14.40, grade 2 white. It was on the road four days and arrived in the city of Chicago, graded 3 white corn, moisture test 15.80. It was passed to me in our inspection department. I gave them additional help, and besides got them to send our samples to the sample department so as to be positive both men agreed, with the same corn for the same purposes of testing to be done at the same time. Our sampling department agreed with the State up within—well, it was 15.90, and the state again got 15.80, but Minneapolis prevailed and it remained 14.40. That car of corn went down to Cincinnati 4 white, but I did get an admission from the department—something we have never been able to secure before—that as corn goes thru different climatic conditions it adds moisture.

CAR 47420 arrived at Chicago graded No. 5 white corn, 20% moisture. The re-sample of the Chicago Board of Trade Sampling Department showed this to be 18.80 moisture. Under arrangement joint samples were obtained. The Board of Trade came in with 18.20—18.80 originally. The state came in with 19.80 against 20, originally, 20% against 19.80. The agent refused this car of corn and appealed it. It took four days to get an appeal. The supervisor took charge of this car himself. It remained No. 5 white corn. This was the first case to be appealed, as the certificate in this case was marked "No. 1," but they omitted on their certificate to state anything in regard to foreign matter, cracked corn, dirt or inferior quality or even give a moisture test, but you will see a very large, finely engraved document, finely written out, "5 white corn." You don't know anything more about it afterwards than you did before you undertook the work, but you are \$5 out. Now, this gentleman is looking for an explanation from me as to how he shall explain it to his customer, why this was 5 white corn, and why he cannot get the information desired, and I am absolutely helpless, and what I want to impress on you is this: To work with these gentlemen in Washington. They mean well. This court had an opinion. I am satisfied from my experience they are going to extend every courtesy possible, but they need help.

CORN-OATS. I had a car of corn of which one-tenth was straight oats,



The Kentucky Public Elevator at Louisville Before the Fire.

but it graded 3 corn, because the percentage stood within the requirements, but they were the most musty, badly bin-burnt oats—you couldn't get 40 cents for them on the market, but they sold them as No. 3 corn.

I am trying to do for the grain trade everything in my power to co-operate and work with the law governing the grading of grain, but let us not for a minute think that 20.20 corn is going to be No. 4.

CORN OR MAIZE may be imported from Japan and Manchuria after Apr. 1 by obtaining a permit from the Dept. of Agriculture before the shipment is made and filing a bond with the collector of customs conditional upon the sterilization of the corn and its redelivery to the collector of customs within 40 days from its arrival. Sterilization is to be conducted under the supervision of an inspector of the Dept. of Agriculture.

THE WORLD'S production of wheat and corn for 1916-17 is materially lower than in previous years, according to advices received by the Dept. of Agriculture recently from the International Institute of Agriculture in Rome. In Argentina, Australia and New Zealand, three of the largest wheat-producing centers in the world, the crop is only 70 per cent of last year's. The corn crop in foreign countries is similarly off from 2 to 14 per cent.

THE INSTALLATION of grain elevators in Victoria, Australia, will be brot before the Cabinet of the state by the Minister for Railways, as announced by him recently in reply to representatives of the Building Trades Federation and the Amalgamated Society of Engineers, according to Commercial Attache Philip B. Kennedy, Melbourne. The Minister explained that the main difficulty was to find the necessary loan money.

Concrete Grain Storage Tanks Put to the Crucial Test.

The burning of the million-bushel wood working elevator of the Kentucky Public Elvtr. Co., at Louisville, Ky., last month, resulted in one of the hottest fires that has ever occurred adjacent to concrete grain storage tanks. These 16 tanks were built in the winter of 1911-12, when it was too cold to pour concrete every day, hence the rings. The wet mixture composing the walls was formed of one part cement, two parts sand and four parts gravel $\frac{3}{4}$ to 1 in. in size. The concrete walls of these tanks were 8 in. thick, 85 ft. high and the reinforcing was approximately $4\frac{1}{2}$ in. from the surface.

The heat from the elevator fire was so intense that it was not possible for the firemen to get water onto the walls of the concrete tanks several hundred feet away, but the heat caused the disintegration of the concrete walls, with the result that many large pieces fell out. The tank walls were covered with a brown waterproofing solution. The white spots on the walls shown in engraving herewith indicate where the concrete has fallen out. The tanks were about 50 ft. from the working house and the wind at the time of the fire was at right angles to the conveyor galleries connecting the working house and the storage plant. The steel storage bins on top of the Hess Drier were heated to a high temperature, but cooled off and will soon be ready to handle salvage.

F. C. Dickson, manager of the Kentucky Public Elevator, in writing of the fire and the heat on the tanks, says: "Our tanks seem to have been calcined from the intense heat, and slabs were broken out by the expansion of the reinforcing. No water was thrown on them. Some of the grain in tanks was only slightly damaged by smoke and steam

drawn thru the tunnels from the pile of iron, lumber and grain left on the site of the working house. Some of the corn turned sour, we think, from the sweating produced by the heat. The cause of the fire has not been determined."

The adjusters have not yet determined the damage to the grain; but inasmuch as most of it was stored in tanks on the far side from the fire, it does not seem likely that much damage will result. Most of the tanks in the row next to the fire were empty. However, the trade will be as much interested in the damage to the concrete tanks as in the damage to the grain in the second row of bins, as this fire has raised the question, How much heat will concrete storage tanks withstand?

THE NET TONNAGE of the American merchant marine in the war period has been increased thru transfers of its ships to other nations, but fewer ships were gained than lost. The Bureau of Navigation reports that between July 1, 1914, and Feb. 28, 1917, 204 vessels were transferred from foreign to American registry of 664,925 gross tons and the loss to foreign registry from the American fleet was 405 ships and 813,811 tons. American shipowners obtained 111 British ships of 357,669 tons and sold to British buyers 170 vessels of 82,651 tons. Thirty-two German vessels of a total of 155,941 tons were put under the American flag, and three went from American to German registry with a total of 1,603,000 tons. Norway obtained thirty American ships of 91,211 tons and sold to Americans seven ships of 15,311 tons. France gained from the American fleet twenty ships of 26,740 tons and lost to American registry two vessels of 6,247 tons.

WE LIKE the Grain Dealers Journal very much.—Hendrix Bros., Lane, Ill.



Sealing of Concrete Tanks of Kentucky Public Elevator, Louisville, Caused by Heat from Burning of Wood Working Elevator.

Blacklisting.

Richard S. Patterson of Wilkes-Barre, Pa., brot suit to recover \$50,000 actual and \$100,000 punitive damages against the Corn Exchange of Buffalo and 55 other persons, mostly associate members of the Exchange. The cause of action alleged was a conspiracy at common law, to wit, that on or about Aug. 1, 1907, the defendants had maliciously combined to injure and destroy the plaintiff's business and his good name and reputation by passing a resolution in the Exchange prohibiting members from dealing with him, and in furtherance thereof on or about Oct. 7th, did post, blacklist, and boycott him on the Exchange and refused to sell him grain for the purpose of compelling him to pay an unjust demand of Burns Bros., a member.

April 26, 1907, the plaintiff, doing business at Wilkes-Barre, Pa., ordered of Burns Bros. of Buffalo, and they agreed to ship to him, three cars of No. 3 yellow corn, "official weight and inspection certificate final." Three cars certified to be No. 3 yellow corn were so shipped from Buffalo; but, on arrival at Wilkes-Barre nine days later, the grain in one of the cars was found to be in bad condition, and was not then of the grade of No. 3 yellow corn.

July 27, the plaintiff having refused to pay for this car, Burns Bros. made a complaint against him to the Corn Exchange.

Aug. 15, the grain com'te having previously notified the plaintiff that they would take up the case on that day, when he would be given an opportunity to be heard, having been informed that Burns Bros. had brot suit against him, determined to proceed no further and referred the matter to the board of directors.

Sept. 26, the board of directors recommended the subject to the grain com'te "for such decision as to them would seem just and proper under the rules of the Corn Exchange."

Oct. 2, without holding that the grain in question was No. 3 yellow corn on arrival at Wilkes-Barre, the com'te decided that the Buffalo certificate of inspection was final and all that Burns Bros. had agreed to give. They stated, moreover, that it was evidence confirmatory of the correctness of the certificate that this was the only car out of thirteen graded at the same time out of the same elevator, cargo, and bin, about which any complaint had been made. The com'te made an award in favor of Burns Bros. against the plaintiff of \$200.52 with \$20 expenses, the fact of which award was circularized by the secretary of the exchange to the members.

The com'te did not recommend to the board under rule 3, § 1, that transactions with the plaintiff by members should be prohibited until he had settled the claim, nor did the board ever pass such a resolution. The rule reads:

"Sec. 1. Any corporation, joint-stock company, firm or individual, not a member of the Corn Exchange of Buffalo, who shall be accused of any proceeding inconsistent with just and equitable principles of trade, or a violation of any commercial usage established by the Corn Exchange shall, on complaint, be summoned before the grain com'te and given an opportunity to be heard. Should the above com'te be unable to induce a settlement, if a proper case and the circumstances seem to warrant, it shall report to the board of directors, recom-

mending that the transaction of business with such defendant by any member of the Corn Exchange, be prohibited until a settlement be made; and any member of the Corn Exchange who shall represent or transact business with, for or on behalf of said defendant, after notice of such prohibition shall have been posted on the bulletin five days, shall be guilty of willful violation of these rules and subject to the penalties of rule 4, § 2."

The United States Circuit Court of Appeals on Dec. 12, 1916, held that the district court had correctly found that this rule was lawful, but submitted to the jury the question whether it had been perverted to an unlawful use by the grain com'te and by such of the defendants as acted upon the notice of the award for the purpose of compelling the plaintiff to pay it. The complaint was dismissed as to all the defendants except ten, and against them the jury rendered a verdict of \$2,000 to the judgment entered upon which this writ of error was taken.

In order to recover, the plaintiff had to prove first an agreement between the defendants or between some of them, not to sell to the plaintiff, and, second, that such agreement was made maliciously for the purpose of injuring him. We discover no evidence whatever of a conspiracy between any of the defendants, much less of a malicious conspiracy to injure the plaintiff. The Corn Exchange, defendant, took no part except as it might be held liable for the action of the grain com'te. The action of that com'te was right, in view of the facts laid before it as well as of the facts as developed at the trial. However, if their decision was wrong in law or in fact, or in both, there was no evidence that it was the result of a corrupt or malicious conspiracy. On the other hand, there was proof that several of the defendants filled every order that the plaintiff gave them, and only two were shown to have refused to deal with him, that is, Husted Milling Co., one of whose officers had been on the grain com'te that made the award, and Whitney & Gibson, who acted upon information given them by one of the Burns Bros. that the plaintiff was not a reliable person. There was no direct evidence of any combination between these defendants and anybody else nor any evidence from which such a conspiracy could be inferred. Their action was obviously independent and individual.

The judgment is reversed.—238 Fed. Rep. 551.

The Mutual Elevator at Fort William, Ont.

The first problem confronting a Company desirous of building a grain elevator is the location, assuming that its finances and source of grain supply have been satisfactorily worked out. It is important that overhead charges be cut to a minimum. If it is decided to build at the Head of the Lakes and engage in either private grain merchandising or terminal elevator business, a site on the water front is imperative.

The largest elevators built at Port Arthur and Fort William, Ont., are served by one railroad only, but the Mutual Elevator is built on an industrial spur which connects with all three Canadian Railways free of switching charges, and its property fronts on the Kaministiquia River for dockage and shipment by Lake steamers.

The plant was designed to receive, clean, dry, store, or ship grain by cars or boats. It is a thoroly up to date, fast handling elevator designed for a private grain business, but could easily be converted for terminal business.

The elevation of base of rail is approximately 40 ft. above the river. The work house and storage bins have pile foundations and foundation mattresses of reinforced concrete over the whole area. The piles were not driven to rock as that depth is beyond the length of timber in the district and the driving equipment, but so carefully was the pile loads computed and the piles spaced that there is not a hair line check from settlement, and the plant has been loaded to capacity and emptied several times.

The working house, 42'0"x70'0" in plan by 172' high, is built of wood, covered with corrugated galvanized iron. It is so carefully designed and erected and so fully stayed and braced that it has all the rigidity of a fire-proof house. Its exceptional height gives great flexibility



The Mutual Elevator Co's Cleaning Elevator at Fort William, Ont.

of operation. It was constructed of wood to save time.

Cars are received over four tracks and a fifth track is provided to expedite the handling of empties. Thirty loads may be placed at one time and are unloaded by four automatic power shovels into four pits, each of car load capacity. The four pits discharge their grain to a 36" conveyor belt carrying grain to the receiving elevator leg. Each pit is closed by a valve over the belt and this valve operating lever is part of an ingenious contrivance which allows only one valve to open at a time and so automatically and positively prevents the mixing of grain in the process of receiving. The receiving leg which has an elevating capacity of 15,000 bu. per hour, may also be used as a shipping leg. It lofts its grain 170 ft. and discharges to a 2,000 bu. garner over a 1,600 bu. scale. The scale is of the latest improved type and very sensitive. The scale beam and counterpoise is "type registering," the weight of each draft is mechanically registered on a ticket which is

checked by two men (one a government inspector) so that chance of error is practically eliminated. The grain having been weighed is discharged from the scale hopper to any bin in the work house direct. The work house contains fifty bins of 2,000 bushels or more capacity each. Grain may be sent to any bin in the storage if desired, or it may be sent to the drier bins.

In the first story of the work house are four No. 10 Monitor Receiving Separators driven by individual motors in batteries of two. The separators are served by the work house bins over them. These cleaning machines discharge their cleaned grain to cleaner legs, one for each battery, their screenings to a screenings leg and the oats from each battery is collected in a bin in the basement. At the end of a run the oats may be discharged from bin to the shipping legs and elevated. In the cupola on the distributing floor is a No. 7 48" Richardson Cleaning Machine for fine work on wheat and oats separation and a No. 5 Fosston

Separator for special cleaning. Each of these machines is served by a garner above and each is separately driven by motor.

In addition to the legs mentioned there are two large shippers each capable of elevating 15,000 bu. per hour under average operating conditions. Only one size of bucket is used thruout the plant, 7½x7½x14" Rialto pattern, this does away with the necessity of stocking great numbers and sizes for purposes of repairs. The receiving and shipping leg belts carry two lines of buckets and the cleaning and screening legs one line. An elevating rate of 20,000 bu. per hour has been maintained for short periods on the shipping legs. The cleaning legs discharge their grain either to a telescope spout for distribution or to a shipping scale if it is desired to ship direct from cleaners. All leg drives are individual motors to countershaft by silent chain drives and from counter shaft to head by rope. Steel plate clutches of stand still type are provided on these counter shafts to assist in pulling the leg thru the choke. All boots are equipped with automatic take-ups.

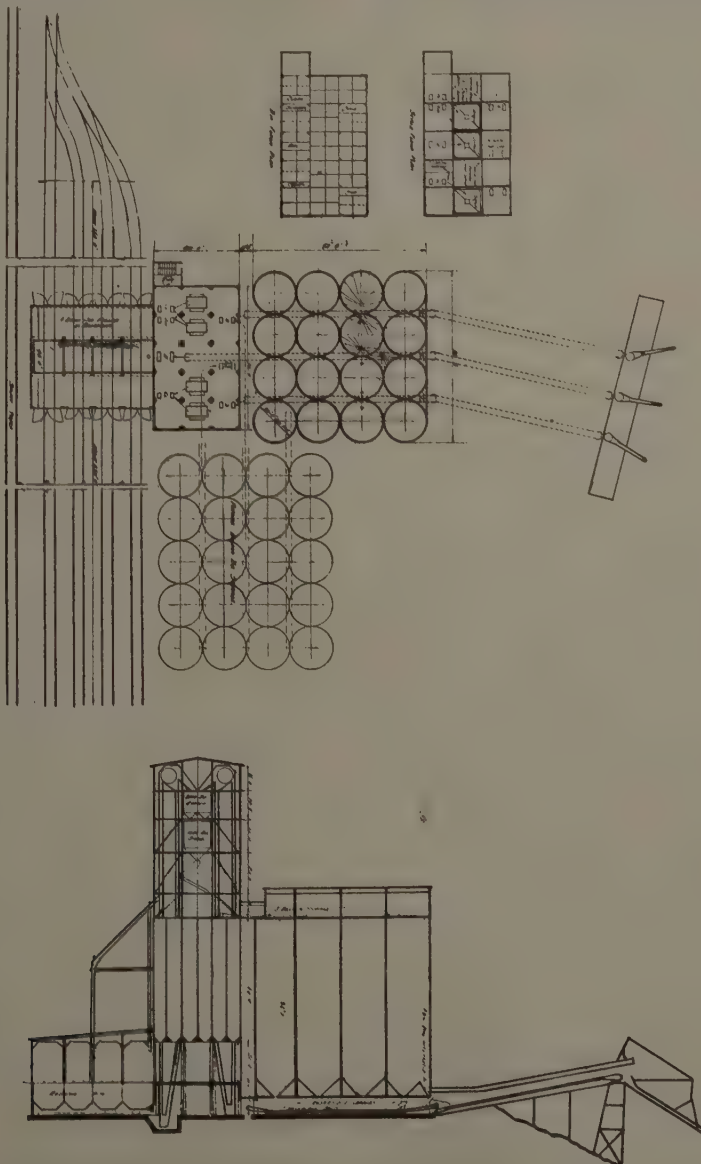
THE STORAGE HOUSE is located between the workhouse and the river. It is absolutely fireproof and is shut off effectively from the work house by fire doors. It consists of sixteen circular tanks 86' high by 20' in diameter, nine interstice bins and three shipping bins, having a total storage capacity of over 400,000 bushels. The storage tanks were built by moving forms operated by jacks of a new and efficient design developed by the contractors. The pouring of the concrete for the tank walls was a continuous operation from start to finish, an average raise of 6' per day being made. The smooth dense tank walls resulting from this improved method well repay the small additional trouble and expense. The plan provides for 20 other tanks and 12 interstice bins to be built later.

Under the storage bins are three belts and above the tanks in a concrete cupola are three conveyor belts. Each belt in the cupola extends to the workhouse bin floor over a steel conveyor bridge and each has a self-propelling, two pulley, two way tripper of up-to-date design and heavy enough to stay where it is clamped.

Shipping to boat is done over three belts to three boat loading spouts. Grain to be shipped may be weighed up a few hours in advance and dropped to any bin in the storage and shipped to boats by reversing the direction of the belts under the storage which deliver their grain, under those conditions, to the three belts to the boat spouts. The more usual course, however, is to ship direct from the scales to boat, over the cupola belts into the three special shipping bins which in turn feed the belts to boats. All belting was supplied by the Gutta Percha & Rubber Co.

A modern, fireproof drier plant is under construction. This plant will extract 5% of excess moisture from 250 bushels of grain per hour. Grain may be sent direct to drier from the receiving leg, the two garners for the drier having a capacity of one car each. From this point the drier plant handles its grain independently of the work house, the dried grain being elevated by a special leg and put over work house cleaners or sent to storage. Steam for the drier coils is generated by a 55 hp. boiler and the designers have paid particular attention

(Continued on page 479.)



Plans and Elevation of The Mutual Elevator Co's 500,000 bu. Elevator at Fort William, Ont.

Seeds

THIEF RIVER FALLS, MINN.—A new warehouse will be built by the Tessum Seed Co.

WINNIPEG, MAN.—James Carter & Co., seedsmen, have opened a Canadian branch under the name of Carter's Tested Seeds, Inc.

TORONTO, ONT.—We have no surplus of seed to offer on the United States side of the line.—Steele, Briggs Seed Co., Limited.

NAMPA, IDA.—The Canyon Co. Farmers Society of Equity will enlarge its clover seed plant, which handled about 5,000 bus. of seed last year.

EVANSVILLE, IND.—W. H. Small & Co. have arranged to bring a large shipment of beans from Chile. They will be sold as seed. The Chile bean is smaller than the navy bean, but is said to be superior in quality.—C.

A PURE SEED bill has been introduced in the Illinois legislature by Representative Simon E. Lantz and reported favorably by the senate com'te. The bill is understood to be the same as formulated by J. W. Kirkton, pres. of the Ill. agricultural ass'n.

PIERRE, S. D.—The farmers have organized an Alfalfa Seed Ass'n with S. J. Wood mgr. They have bot the old John Gund Brewing Co. wareroom and are using it for cleaning and storing their seed ready for the market. I understand they have handled about 4,000 bus. this season and have on hand ready for the market 2,000 bus. at the present time.—G. W. Spargur.

WINONA, MINN.—The properties of G. H. Krumdick & Co., who recently disbanded, have been taken over by the Northern Field Seed Co. This company is incorporated and also embraces the business of J. B. Leveille of Eyota, Minn. The officers of the new company are E. F. Heim, pres. and treas., and J. B. Leveille, vice-pres. and sec'y. L. E. Heim was also one of the incorporators.

FT. WAYNE, IND.—Henry B. Wiesner, who for the past two years has been representing the Albert Dickinson Co. of Chicago, in Indiana and southern Illinois, has associated himself with William D. Henderson of this city in the feed and seed business. Mr. Wiesner had special training while at Cornell university in general agricultural subjects, making a specialty of poultry, husbandry and farm crops. Later he became connected with W. J. Byrnes & Co., brokers on the Chicago board of trade.

BETTER YIELDS than that produced by Pacific Bluestem, the present standard, are made by a number of varieties of spring wheat in the Columbia Basin of Oregon. Comparative productions of several varieties from 1911 to 1915, inclusive, follow: Pacific Bluestem, average 19.2 bus., highest three-year average 21.4 bus.; Early Baart, 5-year average, 22.2 bus.; Koola, highest 3-year average, 27.7 bus.; Karum, 3 years, 26.3; Early Baart, 25.9 bus.; Talimka, 25.5 bus., and Little Club, 21.6 bushels. Early Baart and Little Club are the only ones of these varieties now grown commercially. A spring barley, Mariout, C. I. No. 260, a 6-rowed form, yielded 34.3 bus. per acre during this period.

THE INTRODUCTION of Natal hay as a forage crop into the Pacific Northwest is being attempted thru exhibits and other propaganda, and seed for this purpose is being imported from Florida.

SEED WHEAT TESTS in Minnesota, conducted by the state seed laboratories at University Farm, show that the seed grown north of a line from the southern border of Polk County to the southern border of Pine County, gave a germination test of 89 per cent, while wheat south of the line tested only 83 per cent. Contrary to reports, the supply of seed wheat, while not large, is not startlingly small. Other tests were made as follows: oats, 87%; barley, 88%; rye, 90%; flax, 83%; timothy, 89%; red clover, 82%; and millet, 69 per cent.

OCTOBER CLOVER SEED, the barometer of the growing crop, has been very active. No special features except that the price is about one dollar above a year ago. This probably attracts the seller. Those who bought did so on the theory that they do not expect cheap prices for seed for the next couple of years. Then again, there have been more or less reports that the seed did not winter any too well. It's a little early to tell whether there has been much damage. If stocks in this country are practically cleaned up this year the present price of October does not look high.—J. F. Zahm & Co.

TOLEDO, O., MAR. 21.—Clover seed declined after big advance. Bulls executed "strategic retreat." Demand had been over-anticipated. When actual demand fell off, prices suffered. Demand is not over yet. East still has large needs to supply. So say eastern correspondents. They do not expect much more help from abroad. Requirements must be supplied mainly from domestic stocks. Interior stocks are not large. Spring demand depends somewhat on weather. Spring-like weather past few days suggests it will soon open up. In that case, prices expected to respond. High prices tend to defer the demand. Current prices are high compared with average year. They are not high with wheat \$1.85 and corn \$1.10. All values are relative. Prominent Wisconsin firm says season is late with them and stocks not oppressive. If holders are firm, thinks materially higher prices may be expected. Looks for very active trade from now to end of April. Indiana dealer writes country offerings are small for this time of year. Toledo stocks decreasing. Now around 23,000 bags. Cash seed has lost most of its premium and deliveries on March contracts may now be expected at any time. This will mean much larger shipments. They have been rather small for March.—Southworth & Co.

THE MILLERS National Federation will hold its annual meeting at the Hotel La Salle, Chicago, Ill., Friday, Apr. 13. In addition to annual reports of officers and committees, directors will be elected to succeed those whose terms expire.

CINCINNATI, O.—The Early & Daniel Co. has complained to Senator Pomerene of Ohio that it has been sending forage to the border troops until its account against the government is now \$350,000, which is increasing at the rate of \$10,000 per day. The company has been notified by Col. Rogers of the quartermaster's department that because of the failure of legislation no payments can be made and no information can be given when payments will be resumed.

Crop Improvement.

OVER HALF of the counties in the middle west states have undertaken the smut campaign in the schools.

"MORE AND BETTER WHEAT for Indiana" is the slogan of a campaign being conducted by the Indiana Miller's Ass'n. The campaign will begin with efforts to induce farmers to use nothing but tested seed for this season's crop.

THE DRAWING of farm maps by the children of the public schools is becoming very popular. A plat of the school district is drawn showing all of the fields with the crops grown on each for the past year as a basis for a rotation plan.

DEAN DAVENPORT of the University of Illinois is endeavoring to supplant the money now available in Illinois from the Smith-Lever fund by a state appropriation which will prevent government supervision in order that the University may control and direct the work of the county agents in Illinois.

CROP IMPROVEMENT COM'ITES are being formed by children of the public schools who have been working in active co-operation with the Crop Improvement Com'ite. A notable example of this is the work of the agricultural class of the High School at Hayti, S. D., which has organized to do all in its power to assist the farmers of the adjacent territory in the raising of better crops.

A STRONG ALLIANCE has been made with the Crop Improvement Com'ite and the drug trade in twenty states in the middle west in definite campaigns to furnish formaldehyde and to conduct smut demonstrations with the assistance of the public schools. The druggist's part in the work will be to make displays of formaldehyde and an active survey to supply systematically the farmers in the respective communities with full-strength formaldehyde. A number of druggists have undertaken to circularize and furnish formaldehyde for entire counties.

A MORE UNIFORM WHEAT in southern Illinois and eastern Missouri is the purpose of a campaign that will be started in June by the southern Illinois millers and the Crop Improvement Com'ite. The campaign will include the elimination of mongrel wheats and uniting on the variety best adapted to their use; the treatment of the seed with formaldehyde to eradicate smut, the fanning and grading of the wheat, and the systematic testing of the seed wheat to determine its vitality before it is sown. Farmers will be urged to prepare their seed bed as soon after harvest as possible in order to turn under the Hessian fly, which is the only way to successfully fight that pest.

Fertilizer and Good Farming.

PROF. R. J. H. DE LOACH.

The friendly attitude of the farmer and the press toward manufactured fertilizers has been the result directly of the wonderful successes with these materials in the growing of farm crops.

For years the farmers have held to rather peculiar opinions in regard to fertilizers, and have in a few cases been led to believe that their use is an omen of poor farming, and poor soil management. This is not true, for the reason that while fertilizers have been found to pay on all kinds of soils from the poorest to the most fertile, they pay best on the most fertile soils. The best evidence of this is that the Potato Growers in Aroostook

County, Maine, where the soil is mellow, deep and loamy, use frequently more than a ton to the acre, and they get quick and paying results.

In several foreign countries where fertilizers are used extensively and intensively, crop yields have been doubled. In such countries the use of manufactured fertilizers is one of the most conspicuous factors in the operation of the farm.

The fertilizer manufacturer and dealer are business men, and are not willing to put out goods that do not prove profitable both to the farmers and to themselves.

What we want most is to have our farmers get it out of their minds that fertilizers are only for poor lands. Let them use fertilizers on the best lands, and the best results are sure to follow. This fact has been well established in all countries and in many of the best farming sections of our own country.

Test All Seed Corn Before Planting.

The present high prices of corn and land makes it doubly important that maximum yields be obtained. A gain of even a few bushels on one acre would pay well for testing the seed for a large field.

There is never a spring when some seed corn is not bad. The seed grown in favorable seasons often produces poor results, as too many are careless in watching the germination at such times.

Testing seed corn can be done so it will give a good indication of what can be expected of it in the field. If the proper moisture and temperature and air conditions are kept in the tester, seed will germinate there as well as in the soil. Low temperatures (70° to 75°) will require longer to make a test, but it will be more reliable than if kept warmer.

An experiment conducted by the Agricultural Extension Dept. of the Iowa State College of Agriculture showed a decrease in yield of 13 per cent from ears in which only one kernel out of six tested was dead as compared with seed ears from which all six kernels tested strong. On the basis of this test the loss to the average county from planting seed where one kernel out of six in the germination test fails to grow would be approximately \$216,000, figuring corn at 50 cents per bushel.

Many methods of testing can be used for the germination of the seed. The main precautions to be observed in each are favorable temperature and moisture conditions and the scalding and cleaning of the testing materials to kill the mold before using again. The rag-doll method is reliable, cheap and convenient.

Any ear whose kernels fail to grow vigorously, or those on which some did not germinate, should be discarded. See that both root and top sprouts start well in all ears planted. All moldy ears should also be thrown out. Great care should be taken to see that the numbering is correct and that the proper ears are thrown out.

CINCINNATI, O.—H. Edwards Richter has greatly expanded his grain trading activities by negotiating the purchase of the sunken cargo of barley from the owners of the British vessel "Oak Branch," which had struck a rock near the Charleston, S. C., coast. The cargo contained 750 tons of barley, and required a train of 25 cars to transport it to the Big Four grain elevator at Cincinnati.

Improved Method for Determining Acidity of Corn.

The keeping quality of corn depends on its sourness (acidity) and the Dept. of Agriculture in its bulletin 102 long ago gave a detailed description of the method for determining the degree of acidity of corn, which method required digestion of the sample in 80 per cent alcohol for eighteen hours.

By using the electric mixer found on our soda fountains for mixing malted milk and egg phosphates the Dept. has now cut down the time required for digesting the corn from eighteen hours to 30 minutes, as described in its recent circular No. 68 as follows:

A representative sample (about 100 grams) of the corn to be tested should be ground into meal of such fineness that at least 80% will pass thru a sieve containing 20 meshes to the inch. Weigh accurately 20 grams of the meal and transfer to a heavy 8-ounce glass bottle about 2 by 2 inches at the base and 5½ inches in height. Add 100 cubic centimeters of 80 per cent alcohol with a specific gravity of 0.86 and subject at once the alcohol and meal to the continuous action of the electric mixing apparatus for exactly 30 minutes.

After 30 minutes' mixing, transfer the contents of the bottle at once to dry filter papers and collect two 25 c. c. portions of the clear filtrate. Place each 25 c. c. portion in a 250 c. c. beaker, add 75 c. c. of distilled water, 1 c. c. of phenolphthalein solution (1 gram phenolphthalein in 300 c. c. of 80 per cent alcohol), and titrate with a one-hundredth normal alkali solution. Thruout these investigations potassium hydroxid has been used exclusively.

The result of the titration will represent the acidity of the 5 grams of corn plus the acidity of 25 c. c. of alcohol, 75 c. c. of distilled water, and 1 c. c. of phenolphthalein solution. Altho the acidity of distilled water is practically negligible, the alcohol often carries quite a high degree of acidity, which fact must be taken into consideration in expressing the true acidity of the corn. In order to make correction for the acidity of the alcohol, water, and phenolphthalein, make a blank by taking 25 c. c. of alcohol, 75 c. c. of distilled water, 1 c. c. of phenolphthalein solution, and titrate in the same manner as in the titration of the alcoholic extract of the corn. Subtract the reading thus obtained from that obtained by the titration of the corn extract, and the result will represent the acidity of the 5 grams of corn. Multiply this result by 2 and the result will represent the number of cubic centimeters of a one-hundredth normal alkali solution required to neutralize the acid in 10 grams of corn, or the number of cubic centimeters of normal alkali required to neutralize the acid in 1,000 grams of corn. This result is termed the "degree of acidity of the corn."

The most important feature of the test is the actual measurement of the acid in the alcoholic extract. This is accomplished by titrating it against a standard alkali solution. In order to obtain satisfactory and uniform results it is necessary to carry the titration to a definite color, which is perhaps a slight degree over the point of neutrality; but it is required in order to overcome the difficulty that one encounters when trying to titrate a solution in which has been precipitated alcohol-soluble proteids by the addition of water. A colored plate and

a detailed description of the method for determining this end point can be found in Dept. of Agriculture Bulletin 102, which will aid analysts when making this titration to get results which will be comparable with the results obtained by other investigators. The end point referred to is the one which has been used with success by the investigators of corn acidity in the United States Dept. of Agriculture.

To Determine "Adequate Weighing Facilities."

In the Jan. 25th, 1917, issue of the Grain Dealers Journal appeared an article entitled "Adequate Weighing Facilities," in which it was advocated that the grain ass'ns appoint a com'te of at least five members to draw up specifications and approve types of what would constitute adequate weighing facilities, this com'te to include a country shipper, a terminal elevator owner, a terminal weighmaster, a practical scale man, and a railroad representative.

At the annual convention of the Nat'l Scale Men's Ass'n, just held in Chicago, a com'te of nine members was appointed to draw up a set of specifications for scales, approve types, locations, installations, and to pass on any such questions which come before the ass'n. The personnel of this com'te includes a man from the Bureau of Standards, a representative of a state weights and measures department, an automatic scale man, a beam scale man, a terminal weighmaster, and a representative of an automatic weighing and recording machine company.

It was particularly noticeable that the scale men's ass'n, which has been backing the Ashbrook Bill, which provides that the Bureau of Standards be empowered to promulgate scale specifications, etc., failed to mention this bill or to make any resolution in regard to it. Instead, the com'te was appointed.

This com'te undoubtedly has the brains to draft comprehensive scale specifications. The best scale engineers of the nation are represented on it. But none of the men on this com'te are actual purchasers of scales.

Under the Pomerene B/L law the carriers must issue a clean B/L where the shipper provides "adequate weighing facilities." Opinions differ as to what constitutes "adequate weighing facilities." If the carriers accept the shippers' weights, the Pomerene B/L law is valuable. If they don't, conditions are worse off than before the law was enacted. The thing to do is to first get the opinions of men capable to judge of what "adequate weighing facilities" consist, then to fight it out in the courts just the same as all other disputed questions have been fought out. Too much money has already been spent on this law to fail to derive benefit from it.

The com'te suggested in the article aforementioned will keep the ideas practical and will look after the various interests represented in the grain trade. An opportunity is offered to obtain data against which no court in the country will rule. If the grain men would benefit from the law, they must force the carriers to accept their weights. The proposed com'te will give them the first requisite for a successful fight—expert knowledge on what they are talking about.

I COULD NOT get along without the Grain Dealers Journal.—J. H. Borin, mgr. Farmers Elvtr. Co., Owanka, S. D.

Railroad Can Not Tear Up Switch When Elevator Has Burned.

The Supreme Court of Illinois recently gave a decision in favor of J. S. Cameron, grain dealer at Elliott, Ill., which is of interest to every elevator operator as the court held a railroad company cannot deprive a shipper of his side-track.

An elevator partly on the right of way and partly on private ground had been operated at Elliott for 40 years, and when it burned the Lake Erie & Western tendered Mr. Cameron the proportional amount of rent for the unexpired portion of the lease, which had been paid in advance, serving notice on him that it had elected to cancel the lease; and 10 days after the fire gave notice that it intended to remove the switch track, and three days after caused it to be torn up and removed.

On June 25, 1915, Mr. Cameron filed his petition with the State Public Utilities Commission setting up the foregoing facts and alleging that he had some large corn cribs and coal bins near his elevator on his own land and the taking up of the switch track had caused him great damage and that he was unable to continue his business with the said switch track taken out. That he proposed to build an elevator on his own premises immediately adjacent to the place where the old building stood and that it would be necessary that he have the use of the switch track; that officers of the railroad company had insisted that he build an elevator on the south side of the track and on their right of way, which he refused to do because the railroad company could not lawfully lease such ground. Sherrill P. Bushnell, who had conveyed to the railroad company the right of way, having retained the right and privilege to use any part of said right of way up to the outer side of the tracks free of expense for a warehouse or other purposes for the lumber and coal trade. He protested against the removal of said switch, and asked that the utilities commission enter an order directing the company to replace the switch.

In its answer the company alleged that he had no vested right in any particular location for the construction of an elevator or that the relations heretofore existing gave him any right to maintain or have located an elevator at any particular point on its line of railway. The chief reason given by the company for the removal of the switch track was a desire to eliminate as an element of danger one of the five main track switches in Elliott. The railroad station at Elliott had also been destroyed by fire and the company proposed to build a new station with a more extensive platform, which might require a shortening of the spur or switch track, but apparently did not necessitate its removal entirely, as there was still room enough on the spur track to serve the petitioner's elevator. From the testimony of the general manager of the road it appeared that if the spur track was relaid, of the North line of the right of way it would not imperil the station platform, and that the elimination of the main track switch could be accomplished by laying a spur track to the elevator from the passing track instead of from the main track.

The order of the Utilities Commission found that the removal of the spur or switch track was not determined upon because of the hazard arising from the main track switch or by the requirements

of the new station; that the removal of the spur track was not required by any necessity arising from the operation of the railroad or any hazard thereby occasioned and that such removal was not justified; that the restoration of the spur track will provide a connection from said railroad to the elevator and premises of the petitioner for the purpose of receiving and delivering freight thereby; that such connection is reasonably practicable and can be restored and used without materially increasing the hazard of the operation of said railroad and that the business which may reasonably be expected to be received by said railroad company over such connection is sufficient to justify the expense of such connection to the said railroad company, and that applicant is entitled to have the same provided for him. It was therefore ordered that the appellant provide a connection or spur from its main track at Elliott along its right of way, following the location of the former spur track, which was removed. The Appellant appealed from the order of the Commission to the Circuit Court of Sangamon County, and on a hearing in that court the finding and order of the Utilities Commission were affirmed, and appellant prosecuted a further appeal to the Supreme Court, which held:

It is contended by the Railroad Company that the complainant is not entitled to have the side track restored in accordance with the prayer of his petition for the reasons that the proof does not bring the complainant's case within the terms of the constitution and statute entitling him to an elevator connection; that the proof does not show that the connection is reasonably practicable and can be installed and used without materially increasing the hazard of operation of the railroad, with which the connection is sought. That to require the railroad company to build a spur track for the sole accommodation of the petitioner and to maintain the same at its expense would be taking of the property of the railroad company without due process of law and deny it the equal protection of the law and would be in conflict with both the State and Federal constitutions. In brief, it is the contention of Appellant, and the argument of its counsel is predicated upon the theory that appellee under the facts of the case, is in the position of a prospective shipper who has located an elevator adjacent to the right of way of a railroad company and is seeking arbitrarily to compel the railroad company to provide him with a switch track to such elevator. In support of the argument, it is claimed that section 5 of Article 18 of the Constitution of 1870 which provides that railroad companies shall permit connections to be made with their tracks, and section 45 of the Public Utilities Act, applying to side track connections apply to the case. From the foregoing statement of facts however, and the evidence in the record, about which there is no controversy an entirely different case is made out. The petition of appellee in this case was to require the railroad company to restore the track which the petitioner claimed it had unlawfully torn up, and the facts in the case are nearly like those in Chicago and Alton Railroad Co. v. Sufferin 129 Ill. 274. In that case a railway company allowed the owners of a coal mine to build a switch from its main track to the mine and to use the same for eight years in shipping coal from their mine, when without right or authority it cut the switch loose from its track so that its cars could not reach such mine, and thereby refused any longer to grant the permission required by the constitution. It was held that the company was guilty of the violation of a public duty; and that mandamus would lie to compel it to restore such connection with the switch and to furnish cars on the switch for the shipping of coal from the mine, the same as before the severance. In that case it was also held that while it may be that the railroad company was originally vested with such ordinary discretionary power as to authorize it to direct in what particular manner the connection should be made with its main track, the discretion of the company in this respect was exhausted after the completion of the switch and its use, without objection, for a number of years. There were other questions in-

involved in the case, and the decision was by a divided Court, but there was no controversy as to the point above mentioned. The proceeding in that case was different it being a suit in mandamus but the jurisdiction of the Utilities Commission to hear and determine the matters in controversy has not been questioned in this case nor its authority to enter the order complained of, the only question raised being as to the right of appellee, under the law, to have the relief granted.

Section 5 of Article 13, of the Constitution of 1870 provides that all railroad companies receiving or transporting grain in bulk or otherwise shall deliver the same to any consignees thereof or to any elevator or public warehouse, to which it may be consigned, provided such consignee's elevator or public warehouse can be reached by any track owned, leased or used by such railroad company, and that all railroad companies shall permit connections to be made with their tracks, so that any such consignee and any such public warehouse, coal bank or coal yard may be reached by the cars of such railway. Section 45 of the Public Utilities Act (Hurd's Stat. 1916 p 2034) provides among other things that every railroad company, upon the application of any person being a shipper or receiver or contemplated shipper for a connection between the railroad of such railroad company and any existing or contemplated track of such corporation or person, shall make such connection and provide such switches and tracks as may be necessary for that purpose and deliver and receive cars thereover, provided such connection is reasonably practicable and can be installed and used without materially increasing the hazard or expense of the railroad with which such connection is sought, and that the business which may reasonably be expected to be received by such railroad company, over such connection is sufficient to justify the expense of such connection to such railroad company. It is further provided in that section that where application has been made under such circumstances for a connection or spur and the railroad company has refused to provide such connection or spur, and the commission finds that the applicant is entitled to have the same provided for him, the commission shall make an order providing for such connection or spur and the maintenance and use of the same upon reasonable terms which the Commission shall have the power to prescribe.

It is true that the exact situation provided for in this section is that where the owner of an industry which may be situated at some distance from the right of way of a railroad, builds at its own expense a track to the right of way of such railroad company, the Company may be required to make a connection. If, however the owner of an industry, or a shipper, as in the case at bar, is located adjacent to the right of way, so that it is unnecessary to build a track to the right of way, we see no reason why the railroad company should not be compelled under the provisions of section 45, to put a switch track to such place and make a connection with its main line and ship cars thereover.

It is not the purpose of the law to compel a railroad company, under any and all circumstances to provide at its own expense a switch track to such place as a shipper may arbitrarily select. The law provides that the shipper and the Railroad Company shall do, and such matters as the selection of a site the adjustment of the cost and maintenance of the switch track, and such other matters as usually arise, should be settled by agreement of the parties. If they cannot agree, an application can be made to the Utilities commission which shall proceed to hear the controversy and examine the premises, if necessary, and make such order as it deems proper under the circumstances.

While a railroad company cannot be compelled at its own expense to lay a switch to a point arbitrarily selected by a shipper where such switch and connection would not be reasonably practicable or would materially increase the hazard of the operation of the railroad or the prospective business would not justify the expense of such connection it is equally true that the Company cannot arbitrarily refuse to furnish such switch and connection upon such terms as the commission may prescribe as to cost and maintenance, where such connection is reasonably practicable and can be installed and used without materially increasing the hazard of the operation of the railroad and where the business that may reasonably be expected to be received by such Company over such connection is sufficient to justify the expense. Appellee was shipping in the neighbor-

hood of two hundred cars of grain a year over this track and had paid appellant in freights from \$18,000 to \$25,000 during part of the time that he had been in business. Furthermore the primary question involved was that of Appellant having improperly removed said track. If the Railroad Company had left it alone it would not be at the expense of replacing it. After a full hearing on the evidence the Commission found that it would be entirely feasible to restore the track or put it a few feet further North along the right of way or make a similar connection from the passing track, and that it would not interfere with the operation of the railroad or materially increase the hazard of operation of the railroad, and that the business reasonably expected would justify the expense of such track. Its order was affirmed by the Circuit Court. We have examined the evidence contained in the record and are unable to say that it does not justify the conclusion reached by the Commission and the Court below. It was practically conceded on the hearing that if the elevator had not been burned appellant would not have removed the track, and it had maintained the same for over forty years without finding that it was dangerous or hazardous to the operation of the road. For the reasons given the judgment of the Circuit Court of Sangamon County affirming the order of the State Public Utilities Commission will be affirmed.

Final Hearings on Tentative Wheat Grades.

The final hearings by the Office of Markets of the Dept. of Agriculture on the tentative wheat grades to be established were held at the National Museum, Washington, D. C., and were largely attended by representatives of the grain trade from all parts of the country.

An animated discussion developed on the subject of moisture percentages for grain. Representatives from Minnesota contended that the 14 per cent named by the Dept. of Agriculture was too low, and that the usual practice had been to pass wheat as Nos. 1, 2 or 3 if it had a moisture percentage of 15. During this discussion two senators, P. J. McCumber and A. J. Gronna, of North Dakota, and several congressmen, participated. Congressman Henry T. Helgesen reminded the board that when the bill was under consideration in Congress he had declared himself as against any such basis, and that if he had known it would be applied in the rules, he would have opposed the passage of the bill. Senator Gronna was emphatic in his declarations that the rule would impose a great burden of loss on the farmers and shippers from his state.

Opposition was also manifested to the proposal of the board to eliminate from the spring wheat grades the term "northern," and to substitute for it "dark hard spring" or "hard red spring."

Dr. Duvel used stereopticon slides to display on a large screen the figures used and the averages of crops, weights, moisture, etc., to set forth the facts on which the department had based its conclusions.

No immediate conclusion will be reached as to the rules to be finally promulgated, but it is planned that they shall be ready before July 1, so as to be the guide for the new crop.

WE CAN NOT get along without the Grain Dealers Journal.—M. Griffith & Son, Climax, Mich.

THE BRITISH government war risk bureau has advanced rate from 2.1 per cent to 3 per cent, effective Mar. 19. American liners going to the war zone now are insurable on same terms as British passenger liners—that is, 7½@8 per cent. New York underwriters believe that rates on American vessels outside the war zone will stiffen as result of the sinking of three American vessels.

War Affecting the Grain Trade.

THE RADIO AUTHORITIES advise that Tuckerton wireless station will not accept business for probably two or three weeks.

GERMAN SUBMARINES recently sunk the Norwegian steamer Lars Fostenes, bound from America for Rotterdam with grain for the American Relief Commission.

THE COST of the delay of the Dutch steamship Eemdijk, at anchor in the lower harbor, Boston, with a cargo of 200,000 bus. of grain for Rotterdam, was at least \$1,000 per day.

POTATO GROWERS in England, according to a recent order, may charge to persons other than retailers \$1.31 per bu. up to Mar. 31 and \$1.46 per bu. thereafter. Retailers may charge 3 cents per lb. to Mar. 31 and 3½ cents per lb. thereafter.

AGENTS for the British and Belgian commissions at the eastern seaboard recently were bidding 90c a bu. for all available freight room on neutral vessels. In addition they were offering as an added inducement to vessel owners to stand between them and all marine risks.

THE GERMAN federal council has increased the price of wheat to \$2.17½ a bu., compared with \$1.95 formerly, while rye prices are decreased to \$1.19 per bu. from the former price of \$1.54 per bu. Oats have been decreased to \$1.08 per bu. Barley has been lowered from \$2.04 to \$1.80 per bu. to \$1.62 per bu.

THE BRITISH GOVERNMENT has made an offer of \$1.30 at Fort William to take over the Canadian wheat crop. The Canadian Council of Agriculture, meeting at Regina, favored as the price to be paid for No. 1 Northern at Winnipeg, a minimum of \$1.50 and a maximum of \$1.90 a bushel. An optional suggestion is \$1.70 flat at Fort William for grades from No. 1 Northern down; to be valued according to milling tests.

THE AUSTRALIAN wheat from the crop of 1915-16 awaiting exportation and the whole of the new crop has been purchased by the British government, according to a report by British Trade Commissioner Ross at Melbourne, on the basis of \$1.16 per bu. f. o. b. the steamer at loading ports in Australia. The British government is said to be finding ships to transport the wheat by the end of June, 1917. The amount to be transported is estimated at 3,000,000 tons or about 112,000,000 bus.

A NEW FLOUR and Bread Order in England makes it compulsory on all millers not only to extract from the wheat not less than 81 per cent of flour, but requires an admixture with some other substance to the extent of an additional 5 per cent. The materials allowed to be mixed are rice, barley, maize, maize semolina, oats, rye or beans; and the Food Controller reserves power to add any other cereal. Further admixture to the extent of an additional 10 per cent is permitted. The mixture must be made by the millers before selling their flour.

A PREMIUM of 15.8 cents per bu. of wheat will be paid to all French farmers harvesting this cereal during 1917 and yearly until the maximum selling prices now enforced shall be abolished, according to Consul General A. M. Thackara. A further sum of \$1.56 per acre will be allowed to farmers for each acre of wheat planted over and above the total surface planted by them in the 1915-16 season. To obtain this premium farmers must make a declaration of the acreage

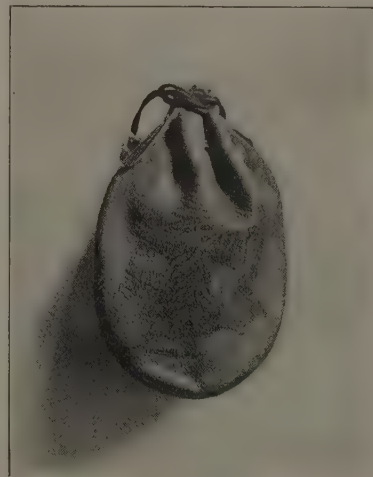
sown in wheat by them during the 1915-1916 season within two months after the publication of the present law.

GERMAN GRAIN MERCHANTS are becoming alarmed with respect to the possibility of the introduction of a state monopoly. In reply to a question addressed to the Imperial Chancellor, a communication was received to the effect that the question of a monopoly has not yet been officially considered. Dr. List, a member of the Imperial Parliament, recently addressed the Ass'n of German Merchants and contested the assertion that trade was unproductive, and asserted that they must not allow themselves to be organized to death. The War Commission could not work so cheaply as free traders, certainly not cheaper, and this has been recognized by Herr Batocki.

THE FRENCH government has ordered that all wheaten flour shall have an admixture of 15 per cent of maize, rye, or barley. This order, together with the fixation of a maximum price of \$2.46 per 100 pounds on the farms, has almost stopped the trade. The official price may be increased by about 12 cents per 100 lbs. to cover merchants' profits and sundry expenses, and naturally railway transport is also additional. The price mentioned is very little to the liking, either of merchants or growers, and business is almost at a standstill; merchants would have to face a substantial loss if they sold at the government figure. The government has advised growers to hold their barley for cattle food and bread making.—*Corn Trade News.*

\$200 Gold as Conscience Money.

A neat buckskin bag containing ten \$20 gold pieces, also a slip stating "For conscience sake on some business of about ten years ago" was recently received by Chas. M. Cox Co., Boston. The sheet on which the message was printed was not over two by four inches and there was nothing about the paper that would answer as an identifying mark. A tag was attached to the package stating in one corner that the contents was gold from W. Y. Jones, Hotel Iroquois, Buffalo. Chas. M. Cox Co. have made inquiries and inserted an add in a Buffalo paper but have been unable to find any such Jones. They are at a loss to trace the identity of the party giving them the pleasant surprise.



"For Conscience Sake on Some Business of About Ten Years Ago."

Grain Carriers

FIVE CARS of grain and other produce were strewed along the Lehigh Valley near Victor recently when 11 cars of a fast freight jumped the track.

W. M. HOPKINS, an attorney-at-law, specializing in cases before the Interstate Commerce Commission and the various state commissions, has opened offices for the practice of law in the Edison Bldg., Chicago, Ill.

THE ILLINOIS public utilities commission is preparing an order denying the application of Illinois railroads for a general increase of 5 per cent in freight rates, but permitting rate increases in a number of commodities.

THE CAR SHORTAGE has resulted in several Minneapolis commission firms and milling companies shipping Canadian wheat to North Portal and transferring it by wagon to elevators at Portal, N. D., to be reloaded into Soo line cars.

A HEARING on the proposed charge of \$2 per car for "runby" or "setback" movements, which charge has been suspended by the Interstate Commerce Commission to June 1, was held Mar. 17 in the Federal Bldg., Chicago, before Examiner Hagerty.

NORTH KANSAS CITY, Mo.—Charged with misrepresenting the condition of interstate shipments, and receiving rebates, the L. B. McCarger Feed Mill Co. was recently fined \$150 on each of ten counts, making \$1,500 in all, by a jury in the federal court.

A MEETING of Toledo grain men to discuss the car shortage situation has been called by Henry Goemann of the Goemann Grain Co., Mansfield, to be held at Washington, D. C., Mar. 25 so that at least one member of the Interstate Commerce Commission can be present to hear their complaint.

THE INTERSTATE COMMERCE COMMISSION has refused to suspend the increased freight rates on grain for export to the Atlantic Coast ports. The tariffs providing for the increase, which were made the same as the domestic rate, were filed to become effective Mar. 15.

ANOTHER MONTH'S GRACE to solve car shortage and congestion problems has been given to the railroads by the Interstate Commerce Commission. The commission announces that recent drastic rules for the return of foreign cars to owning lines will be further suspended until Apr. 15.

CHARGES COLLECTED on a carload of corn from Trinidad, Colo., to Raton, N. M., were found by the Interstate Commerce Commission to have been legally applicable and were not shown to have been unreasonable in the case of Seldomridge Grain Co., Colorado Springs, Colo., against the Atchison, Topeka & Santa Fe Ry. Co.

REPRESENTING the Omaha Grain exchange, Ed. P. Smith recently appeared before the Interstate Commerce Commission to protest against a proposed advance in wheat export rates of 1 cent a bu. that the railroads seek to apply Mar. 12. Millions of bus. of wheat now in storage were bot on the basis of the present rate. An advance of 1 cent a bu. therefore, will mean heavy losses to holders of wheat.

A REDUCTION in congestion of cars at various points in three weeks from 171,005 cars to 99,774 cars, or approximately 41 per cent, is announced by the American Railway Ass'n's commission on car service. In the week ended Mar. 10 accumulations were reduced from 123,063 cars to 99,774 cars.

REGULATIONS LIMITING the liability of carriers in shipments of grain and flour awaiting delivery after arrival at New York, have been protested by the New York Produce Exchange. They ask relief by the Interstate Commerce Commission from these regulations which were recently put into effect by the trunk lines.

THE RATE from Duluth to Buffalo at the opening of navigation will be 6 cents for wheat and the rate from Fort William to Buffalo is 5½ cents per bu. to sail ten days after the opening. The high rates are attributed to the fact that there are few boats on Lake Superior. About 90 per cent of the lake fleet is on Lake Erie, and will arrive on Lake Superior at about the same time.

THE OMAHA GRAIN EXCHANGE, represented by Ed P. Smith, sought to obtain a basis of thru rates on grain to Okla. and Tex. points in place of the existing combination on Kansas City, which imposes on Omaha the disadvantage of a 5½ cent rate to Kansas City, in a hearing before the Interstate Commerce Commission. The petition of the Omaha exchange was resisted by R. D. Sangster, representing the Kansas City Board of Trade, and Wallace Hughes, representing the railroads.

A READJUSTMENT of the shipping rates as applied to re-shipping from Cairo, Ill., to North Atlantic ports in the matter of grain shipments is asked by the Cairo Board of Trade against the Central Freight Ass'n and Trunk lines of that territory. The rates from Cairo to these points are five cents a hundred more than from St. Louis, Hannibal or Louisiana, Mo., and it is claimed that the railroads are discriminating against them. W. R. Bach will try the case before the State Utilities Commission.

THE INTERSTATE COMMERCE COMMISSION recently dismissed the complaint of Daniel V. and Bert Cottrell, Terre Haute, against the Chicago, Terre Haute & Southeastern Ry. Co. Request for the extension to Perkins, Ind., of a transit arrangement on grain maintained at Terre Haute, Ind., was not considered as certain necessary parties were not named as defendants. The charge for the reconsignment of grain at Terre Haute complained of was canceled after the complaint was filed. The allegation of failure or refusal to furnish cars of the capacity desired, upon reasonable request therefor, was not sustained.

ABOLITION of low preferential rates from eastern producing centers to Pacific coast ports is the tentative finding of the Interstate Commerce Commission, the railroads being given until Apr. 2 to enter any objections. These rates, put into effect to meet the coast to coast water competition, have been in force for years and under them San Francisco, Los Angeles, Seattle, and other coast cities have enjoyed rates far lower than those from the same eastern cities to intermediate points. Should the Commission's findings be made permanent, intermediate points will be given rates from eastern centers as low as rates to the Pacific Coast, if not lower.

A RADICAL CHANGE in plan for investigating changes in rates in their territory has been adopted by the southwestern railroads. Suggestions from shippers for changes are referred to sub-committees of the interested lines, which committees investigate and make recommendations to a general meeting of all lines, held four times yearly.

JEFFERSON, S. D.—The Farmers Elevator Co. has filed a complaint with the Interstate Commerce Commission alleging that it has been unable to procure sufficient cars from the Milwaukee road for the safe conduct of its business, with the result that its customers have been compelled to sell their grain to its competitor, against their wishes. It also alleges that the volume of its business is at least twice that of its competitor, but that its competitor has been furnished the same number of cars.

OMAHA, NEB.—A readjustment of the rates on grain from Omaha to Tex., Okla., La., and parts of Ark., is asked by the Omaha Grain Exchange in a complaint filed with the Interstate Commerce Commission against the C. R. I. & P. R. R. Co., and others. It is the contention of the exchange that the present adjustment of rates into the territory named, from St. Louis and other Mississippi river markets, but more especially St. Louis, is such as to unjustly and unduly discriminate against shippers from Omaha and Council Bluffs.

DEMURRAGE RATES of \$1 for the third day, \$2 for the fourth day, \$3 for the fifth day, and \$5 for each day thereafter, published to expire May 1, are now under consideration and the outcome will probably be known about the 1st of April. A preliminary conference was held between the National Industrial Traffic League and the American Railway Ass'n thru com'ites recently and the question was brot up for consideration. Shippers allege that there is no longer any necessity for penalizing them for holding loaded cars in excess of the free time.

AN IMMENSE LOSS to Indiana farmers and grain dealers on account of grain becoming heated unless relief is obtained shortly was brot to the attention of the com'ite on car efficiency of the American Railway Ass'n recently by Charles B. Riley, of Indianapolis, sec'y of the Indiana Grain Dealers' Ass'n. "For some time transportation has been so demoralized by embargoes, lack of available equipment and finally by the enforcement of the home routing rules that producers and handlers of grain in the middle states, especially the state of Indiana, find themselves in a precarious condition," said Mr. Riley.

PROPOSED RECONSIGNING rules which had been published to become effective on or about Mar. 15 and Apr. 1 have been suspended by the Interstate Commerce Commission, following a preliminary hearing, as well as by the Illinois State Public Utilities Commission. These rules provide a charge of \$2 per car on shipments reconsigned within 24 hours after placement and a charge of \$5 per car on shipments reconsigned subsequent to 24 hours after placement. They propose to do away with established reconsignment points and allow reconsignment from any station. Grain products, seeds and straw on all roads would be affected, but no change was made as to grain. A formal hearing before the Commission will probably be called in the near future.

WINONA, WASH.—There was a loss on almost every car of wheat shipped from here in bulk this year. I think there will be less grain shipped in sacks from here in the future.—L. H. Palmer.

PROPOSED INCREASES of from 5 to 12 per cent in freight rates on grain and grain products from St. Louis, Mo., Cairo, Ill., and other points taking the same rates, to points in Ark. west of Little Rock, have been suspended by the Interstate Commerce Commission until July 8, pending investigation.

REPARATION has been awarded by the Interstate Commerce Commission to L. G. Graff & Son against the Pennsylvania R. R. Co. for \$6,755.20 on account of failure to provide for reimbursement to shippers of the amount which insurance charges on grain stored in elevator B. at Girard Point, Philadelphia, Pa., exceeded similar charges which would have been incurred had the grain been stored in the new concrete elevator at the same point, resulting in undue prejudice and disadvantage to complainants.

Western Grain Dealers to Meet Apr. 17, 18.

The annual convention of the Western Grain Dealers Ass'n will be held at Des Moines, Ia., Tuesday and Wednesday, April 17 and 18, instead of as heretofore published. This change has been made for the reason that there are certain sections of the State where train connections are such that it would be impossible for the dealers to return home on Saturday.

The program has not yet been arranged in detail, but there will be a reception with buffet luncheon provided at the Hubbell Building Tuesday at 11 o'clock a. m. The convention meeting will be held in the Chamber of Commerce rooms in the Shops Building and the general program will begin Tuesday at 1:30 p. m.

Tuesday evening a banquet dinner and entertainment will be held at the Chamber of Commerce rooms and Wednesday there will be a general meeting at the same place, taking up the general subjects of discussion and finishing the regular business of the convention.

Hopper Coal Cars Used for Shipping Bulk Grain.

The scarcity of box cars during the last fall and winter has resulted in the adoption by grain men of a variety of expedients for the movement of grain. Several firms tried the experiment of shipping sacks of wheat in gondola cars, having a tarpaulin covering. This method was not found satisfactory and had to be discarded. One or two firms undertook to truck grain in automobiles, while a number of grain men have either purchased or rented stock cars and lined them for their private use.

The photograph reproduced herewith shows a hopper coal car loaded with bulk shelled corn in front of the elevator of C. E. Davis, Arthur, Ill. A tarpaulin is spread over the top of the car to protect the grain from the weather. The car holds about 2,200 bus. and Mr. Davis has shipped about 50,000 bus. of grain in these cars. Thirty hopper coal cars are now in use to handle corn between Decatur, Ill., and Terre Haute, Ind. Shippers are required to agree to ship the grain at their own risk before it is loaded, but evidently have suffered little or no loss of grain as they continue to load the coal cars.

Testing Hopper Scales.

During the discussion of the testing of hopper scales, at the recent convention of the National Scale Men's Ass'n, J. A. Schmitz of the Chicago Board of Trade Weighing Department made the following suggestions in regard to testing hopper scales:

No one can test a hopper scale of large capacity with a thousand pounds of weight. Another thing: In a test with only five hundred pounds, a poise weight should never be used unless it is a poise that is notched and comes to an absolute position. You should use heavier weights, and they should be tested often and sealed. A thousand pounds of weight is not enough with which to try a scale on which you could weigh twenty thousand or any other large quantity. I don't believe that you should get any large discrepancies in weights if you use a sufficient quantity of test weights when you test a hopper scale, unless there is loss elsewhere.

If you are going to make comparisons between a track and a hopper scale you must use the equipment at hand. Whenever we make comparison between a hopper scale and a track scale we ship out of the elevator; we don't receive into the elevator. When we ship we have nothing but the loading spout to contend with; while in receiving we have the unloading sink, and the space between the elevator leg and delivering spout. You have the loss that might occur anywhere between the car and the scale. The Board of Trade of Chicago has a scale for comparison. We have constructed a scale of our own design, a single lever, ten-to-one scale, constructed entirely of cast steel. We have the necessary equipment to hang it up and test it with four thousand pounds of weight. The scale is sensitive to a quarter of a pound, and when we get through we know what the hopper scale delivers. That is used as a check in testing our hopper scale with weights, but it is too slow a process, and it is used only when we either question our own work or somebody else questions it.

I believe it is well to make comparisons, but when you make comparisons either between hopper scales or between a hopper and a track scale, you must be sure that no other elements of error creep into your comparison, otherwise your comparison is misleading; and if you are going to test the scale only against the other, you will test one and say it is right if you test it with sufficient weights, and then you can say the other is wrong. You must test both alike, not use a big heavy car on a track scale and a thousand pounds of weight on the hopper scale.

We have an opportunity of making a comparison on cross-town movements on between six and ten thousand cars each

year. The man who handles the railroad end of it, as we call it, keeps track of the out-weights and in-weights on those cars. Whenever any scales or elevators, we keep the scale numbers as well as the elevator numbers, shows a variance, our inspector goes after the scales at once. They don't always find it in the scales, though.

When certain cars are used and re-used in transfer from one house to another we find that the first load will shrink more than the second load, and that is another thing that enters into the matter when you make comparisons between scales and use a car in transporting grain from one scale to another. A certain quantity of grain is left behind the lining, and the empty car before first loading has been switched around, and all this grain has been shaken out on the floor and swept out when the car was loaded with other freight, or when it was first set for loading at the elevator. Now, a part of that first load is left in those cavities, and if the movement is from a regular house to an irregular house, only a block or two, some of that grain still remains in the lining when the car is set for a second loading, and when it is unloaded for the second time naturally no part of that second load is required to fill these little voids, so your out-turn on your second load is probably better than on the first load.

However, should they leave a pocket of grain in the lining, you might have a comparatively large shortage on the first unloading and an over-run on the second one. Those things all enter into the proposition when you make comparative tests, aside from the elevator equipment, which when making comparative tests of hopper scales enters so largely into it. If we transfer into a bin we sweep it out before the transfer, and again after the transfer, the second sweeping being added to the grain. If we can find a method of testing a hopper scale with sufficient weights we ought to first see that it is properly tested and then make all the comparisons we can afterwards to corroborate our work.

FAILURES are not due to speculation. Many think speculation causes a large number of failures. Statistics do not show it. Bradstreet says there were 16,500 failures in this country last year. Only 59 were directly due to speculation outside of one's regular business. This, of course, refers to legitimate speculation and not to gambling. Seventy per cent of all failures last year were due to incompetence, inexperience and lack of capital. It is popular to blame conditions or others for failure, but statistics put most of the blame on the party who fails.—C. A. King & Co.



Hopper Gondola Car Loaded with Shelled Corn by C. E. Davis, at Arthur, Ill.

Grain Trade News

ARKANSAS

Paragould, Ark.—The House Jones Grain Co. will not erect elvtrs. at this time but may do so at a later date if business warrants.—X.

Arkadelphia, Ark.—The excavation has been completed for the erection of the new reinforced concrete 50,000-bu. elvtr. of the Arkadelphia Mfg. Co. The tanks will be 70 ft. high and 25 ft. in diameter. The Southwestern Engineering Co. has the contract.

CALIFORNIA

Los Angeles, Cal.—The Great Western Mfg. Co. will build an addition to its elvtr. and mill, at a cost of \$200,000.

San Francisco, Cal.—J. F. Garrett has been admitted to membership in the Grain Trade Ass'n and the membership of W. S. Bell has been withdrawn.

CANADA

Edmonton, Alta.—The Northern Grain Co. is preparing plans for 4 elvtrs. of 40,000 bus. capacity each.

Edmonton, Alta.—The Gillespie Elvtr. Co. will erect 4 or 5 elvtrs. this summer, of about 30,000 bus. capacity each.

Eden, Ont.—A recent fire destroyed the engine room of the elvtr., owned by the Western Canada Flour Mills Co.

Calgary, Alta.—A 1,000,000-bu. elvtr. and 6,000-bbl. mill will be erected by the Alberta Flour Mills Co., at an approximate cost of \$1,500,000.

Speers, Sask.—The Co-operative Elvtr. Co., of Regina, will build an elvtr. during the summer.—E. J. Harmes, agt. British American Elvtr. Co.

Ft. William, Ont.—The Western Grain Co. has let contract for a 200,000-bu. elvtr. to the Pegles-Bellows Engineering Co. Work will be started at once.

Ft. William, Ont.—Parrish & Heimbecker, Ltd., will increase the capacity of their elvtr. this summer from 100,000 bus. to 250,000 bus., by the erection of concrete tanks.

St. John, Man.—Work is progressing on the elvtr. for which the Canadian Government Railways recently let contract. The building will be completed for next season's crop.

Pt. Stanley, Ont.—Steps are being taken to have an elvtr. built at this point, which is the Lake Erie port for the water traffic of London, Ont. The proposed capital investment is \$100,000.

Peterboro, Ont.—Corn stored in one of the remaining elvtrs. of the Quaker Oats Co. is supposed to have become so heated that it caused an explosion, which blew out part of the concrete wall.

Ft. William, Ont.—M. Sellar has let contract for a new 500,000-bu. hospital elvtr., which will be completed by Sept. 1. The elvtr. will have a capacity of 100,000 bus. and the tanks will hold 400,000 bus.

Saskatoon, Sask.—The Saskatchewan Co-operative Elvtr. Co. has received 370 applications from points in this province, where the erection of elvtrs. is desired. The company has sanctioned the erection of 35 elvtrs. this year.

Batram, Sask.—Percy Gordon Ryder, aged 22 years, formerly grain buyer here at the elvtr. of the Ogilvie Flour Mills Co., was arrested at Swift Current, Mar. 13 on charges of having defrauded the company. A few weeks ago he disappeared and his accounts showed that he was short 700 or 800 bus. of wheat. His trial will be held this month.

Dunmore, Alta.—The Board of Trade of Medicine Hat will ask the grain commission to locate the next internal elvtr. at this point as it was agreed that it is a better location than Lethbridge, where residents have asked for a large warehouse.

Regina, Sask.—Practically the entire afternoon Mar. 12 was spent by the council of agriculture in the discussion of sample markets and the mixing of grain. These matters were dealt with from 2 standpoints, namely, first, purely sample markets; and secondly, the legalizing of mixing or hospital elvtrs. as they now exist. A vote on the matter was taken later.

WINNIPEG LETTER.

The Stalwart Grain Co., Ltd., has been incorporated with a capital stock of \$10,000.

Elvtrs. will be built next winter in Manitoba by the Grain Growers Grain Co., at a cost of \$500,000. The company has let contract for new offices here, to cost \$100,000.

H. Tooley, ass't sec'y of the Grain Exchange for 7 years, has resigned to accept a position with W. H. McAndless, grain dealer. J. P. Irving, an employee of the board of grain commissioners, will succeed Mr. Tooley.

The terminal elvtr. of the Northern Elvtr. Co. burned Mar. 9. Loss on the building, \$100,000; insurance, \$70,000; loss on the grain, \$100,000, fully covered by insurance. The cause of the fire, which started in the drying room on the 3rd floor, is attributed to an overheated bearing or journal in the machinery. The elvtr. was an iron clad structure, on the C. P. R., built more than 20 years ago, and was filled to its utmost capacity, with 150,000 bus. of grain, mostly oats.

COLORADO

Padroni, Colo.—The Farmers Elvtr. Co. will build coal sheds and handle implements in connection with its elvtr. here.

Wiggins, Colo.—E. E. Morse is pres. and Lawrence Merkl, sec'y of the recently organized Co-operative Elvtr. Co., which has let contract for a 15,000-bu. elvtr.

Sedgwick, Colo.—The recently organized Farmers Elvtr. Co. has been incorporated, with a capital stock of \$10,000, to build an elvtr. on the Union Pacific. P. M. Monjar is pres. and Mark Gyger, sec'y, of the company.

Julesburg, Colo.—The recently organized Co-operative Grain Co. will be incorporated, with a paid up capital stock of \$15,000, to build an elvtr., equipped with electric power. W. H. Duncan is pres. of the company.

Roggen, Colo.—The Roggen Equity Exchange has let contract for a large iron clad elvtr. and 50 ft. warehouse, with basement for potatoes, to the White Star Co. Equipment includes a 15-h.p. engine, 1,500-bu. Richardson Automatic Scale, 2 wagon scales, steel manlift, Eureka Cleaner, drag feed, freight elvtr. and feed mill.

IDAHO

Orofino, Ida.—The erection of an elvtr. is contemplated by the Orofino-Rochdale Co.

Kendrick, Ida.—The Vollmer-Clearwater Co. will move its mill to the railroad tracks and erect a large steel tank elvtr.

Idaho Falls, Ida.—Harry H. Paine has resigned as mgr. of the Farmers Grain & Produce Co. and removed to Salem, Ore.

Eagle, Ida.—Tentative plans for the establishment of a grain warehouse, by the farmers of this section, are now under way.

Kendrick, Ida.—The Kendrick-Rochdale Co. will increase the capacity of its concrete elvtr. from 50,000 to 100,000 bus. Work will be started soon so as to have the building ready for this season's crop.

Dublin, Ida.—The Ilo Rochdale Co. will erect a 60,000-bu. elvtr. here, which will be in operation before harvest. The company already operates a 75,000-bu. elvtr. at Ilo and a 30,000-bu. house at Catholic Spur, on the Craig Mountain Railroad.

ILLINOIS

Canton, Ill.—Farmers are organizing an elvtr. company.

Round Grove, Ill.—Farmers are discussing the erection of an elvtr. here.

Lee Center, Ill.—Mr. Jeanblanc has installed an electric motor in his elvtr.

Monticello, Ill.—W. L. Finson, elvtr. owner, has bot the feed store of Ira Snyder.

Stillman Valley, Ill.—Rosensteil & Co. are installing electric motors for power in their elvtr.

Joliet, Ill.—The capital stock of the Joliet Grain Co. will be increased from \$15,000 to \$30,000.

La Fayette, Ill.—Farmers are considering the purchase of one of the 2 elvtrs. at this station.

Ottawa, Ill.—H. A. Bonges has been retained as mgr. of the Wallace Grain & Supply Co.

Minooka, Ill.—The Minooka Grain, Lumber & Supply Co. will make improvements in its office.

Rantoul, Ill.—The recently incorporated Rantoul Grain Co. has bot the elvtr. of Frank Yates.

Garrett, Ill.—Horton Bros. are building a new grain office and will erect an elvtr. in the spring.

Kerrick, Ill.—Roy C. Bates has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Hanna City, Ill.—B. F. Holt has been offered the management of the elvtr. of the Farmers Elvtr. Co.

Kane, Ill.—The safe at the elvtr. of the Farmers Grain Co. was blown Mar. 14 and 75c secured by the thieves.

Padua, Ill.—W. G. Smith became mgr. of the Padua Grain Co. on Mar. 12, succeeding Frank Bryan, resigned.

Pierron, Ill.—P. M. Essenpreis intends to start work Apr. 1 on an elvtr. to replace his house, which burned last May.

Metamora, Ill.—The fire in my office on Feb. 16 caused only a small loss. The cause is unknown.—J. R. Wagner.

Jerseyville, Ill.—The safes in the offices of E. Cockrell and Groppe & Schneider, elvtr. operators, were tapped Mar. 14.

Sidney, Ill.—E. J. Anders has resumed his position as mgr. of the Sidney Grain Co., succeeding Fay R. Best, resigned.

Ocoya sta. (Pontiac p. o.), Ill.—A. F. Conrad has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Rankin, Ill.—The iron clad elvtr., which George Petri is building to replace the one burned Aug. 4, is practically completed.

Agnew sta. (Galt p. o.), Ill.—The Farmers Elvtr. Co. will build a concrete engine house and install a new 10-h. p. engine.

Lafox, Ill.—The 60,000-bu. elvtr., owned and operated by the C. & N. W. Ry., in its feed yards, will be completed Apr. 1.—X.

Duval sta. (Shelby, p. o.), Ill.—Power & Rice have discontinued the use of steam power and installed a 25-h. p. oil engine.

Decatur, Ill.—The Staley Mfg. Co. has installed bin temperature indicating thermometers in 11 of its grain storage tanks.

Neponset, Ill.—The Farmers Grain Elvtr. Co. has ordered fire extinguishers to place in all its buildings in order to prevent loss by fire if possible. This is in addition to the regular water barrels and a large cistern full of water for use in connection with the village fire engine.—W. H. Hayes, mgr.

Pecatonica, Ill.—George Simmer has bot the elvtr. of R. J. Winchester.

Hanna City, Ill.—B. F. Holt, of Zeigler, has taken charge of the elvtr. at this place.

Arlington, Ill.—Pierce O'Connor has been retained as mgr. of the Arlington Grain Co. for another year.

Pesotum, Ill.—The office at the elvtr. of J. T. Reimke was entered Mar. 4 and an unsuccessful attempt made to open the safe.

Morrison, Ill.—M. Kleinshrodt & Son have bot the elvtr. and coal business of Wm. Burch. They will take possession Apr. 1.

Lovington, Ill.—The Lovington Grain Co. will repaint and make improvements in its elvtr. Geo. L. Lindsay has been retained as mgr.

West Ridge, Ill.—Samuel Warner Smiley, who at one time operated an elvtr. and store here, died Feb. 25 at Albany, aged 63 years.

Murrayville, Ill.—John H. Shirley, of Clements sta. (Murrayville p. o.), will take charge of the new elvtr. of the Farmers Elvtr. Co. on Apr. 1.

Sidell, Ill.—The elvtr. of Paul Kuhn & Co. is undergoing repairs. A new floor is being laid in the driveway and other minor repairs are being made.

Wolf's Crossing (Plainfield p. o.), Ill.—Ellis Bill, for many years mgr. of the elvtrs. here before they were sold, died at Fitzgerald, Ala., on Mar. 7.

Paris, Ill.—The National Elvtr. Co. has brot suit against Young America Township, charging the township unjustly raised its assessment from \$19,000 to \$45,000.

Arrowsmith, Ill.—Cleve Baird has succeeded Charles Snoddy at the elvtr. of J. C. Bane & Son. Mr. Snoddy is now mgr. of a grain company at another point.

Bloomington, Ill.—The suit brot against the Worth-Gyles Grain Co. by the United Cigar Store Co., to collect rent, has been set at the bottom of the trial calendar.

Catlin, Ill.—The recently organized Farmers Elvtr. Co. is negotiating with R. K. Byerly for the purchase of his elvtr. If the deal is not made the company will build.

Bourbon, Ill.—C. E. Davis has torn down the old elvtr., which he purchased from John Sipp and will replace it with a new building. The cement foundation will be laid soon.

Litchfield, Ill.—The Farmers Grain & L. S. Co. has decided to erect a new studded elvtr., of cribbed construction, at the present site. Plans have been prepared by the Decatur Construction Co.

Tabor, Ill.—The Peoples Grain Co. incorporated; capital stock, \$8,000; incorporators, Earl L. Mountjoy, Andrew V. Robins and S. O. McCullough. The company will handle grain, gravel and coal.

Camp Point, Ill.—We have improved our plant by taking out the gas engine and installing electric power. An automatic dump has also been installed.—Oliver & Liggett, props. Camp Point Elvtr.

Moweaqua, Ill.—Gid Housh will change his electrical installation to comply with the requirements of the mutual insurance companies and thereby eliminate all power charges for the motors in his elvtr.

Elwood, Ill.—The Farmers Grain Co. will build a concrete elvtr. of 40,000 or 50,000 bus. capacity to replace the one which burned Mar. 6. The loss amounted to about \$25,000, covered by insurance.

Leroy, Ill.—W. A. Walters & Co., grain dealers, were victorious in the suit brot by Chas. Whitesell and A. C. Mason to recover \$200 damages for alleged breach of contract, the circuit court upholding Mr. Walters' contention that the grain buyer is entitled to notice of intention to deliver in a case of uncertain time of delivery, such as this contract for August-September delivery of oats. In the justice court plaintiffs got judgment for \$189.35. The circuit court on appeal upheld Walters' counterclaim and reduced the amount to \$76.20.

Edinburg, Ill.—The Farmers Grain Co. and 5 other firms have brot suit against the B. & O. S. W. Railway for damages done to property at this place, by fire May 6, 1916, caused by a spark from a passing locomotive.

Le Roy, Ill.—We have bot from W. A. Walters & Co., one of their elvtrs., known as the Crumbaugh Elvtr., and will take possession May 1. We owned this elvtr. 14 years ago, when our corporation was doing business under the name of the Brooks & Harrison Co. S. P. C. Garst, who for several years past has been mgr. of the Downs Grain Co. at Downs, will have charge of our business here after May 1.—Harrison, Ward & Co., Clinton.

CHICAGO NOTES.

The Quaker Oats Co. will increase its capital stock from \$19,000,000 to \$30,000,000.

Charles P. Randall, grain dealer and member of the Board of Trade, was married quietly a short time ago.

The Star & Crescent Mfg. Co. has installed bin temperature indicating thermometers in 24 of its grain storage tanks.

Furman Updike, formerly identified with the Updike interests in this city, Minneapolis and Omaha, died Mar. 16 at Oak Park.

The old elvtr. of the Wabash Railroad Co., near 35th St., which has been operated by E. R. Bacon for many years, will be remodeled.

The recently incorporated American Grain Co. has increased its capital stock from \$112,500 to \$300,000. The incorporators are M. E. Daniels, F. Buelow and others.

The total membership of the Board of Trade Mutual Benefit Ass'n is now 912. Nineteen members have recently joined and the com'te is making an active campaign and expects to materially increase the membership in the near future.

A. G. Neidhardt, for many years with Rumsey & Co., has applied for membership in the Board of Trade. E. B. Conover, J. M. Byrne, Jr., C. J. Houseman and B. U. Burns have been admitted to membership and the membership of Arthur W. Jordan has been posted for transfer. Memberships are selling at \$6,500 net to buyer.

PEORIA LETTER.

J. H. Ridge has completely recovered from the injuries he received when he was struck by an automobile at Los Angeles, Cal.

The Luke Grain Co. incorporated to do a general cash grain business; capital stock, \$25,000; incorporators, J. C. Luke, pres., Bryant Yeck, treas., Guy F. Luke, sec'y. J. C. Luke has been identified with the grain business for the past 17 years. He came to Peoria 13 years ago and for the past 5 years has been connected with the Warren Commission Co. as solicitor and buyer. Bryant Yeck and Guy F. Luke have been identified with the grain trade here for the past 10 years. The new company will open offices Apr. 2.

SPRINGFIELD LETTER.

The Hasenwinkle Grain Co. has brot suit for \$600 damages against Ole Hagland for alleged failure to deliver 1,250 bus. of wheat contracted for on July 10, 1916.

Representative Benson has introduced a bill to "prohibit the sale, lease or use of clock, joker, tape, slot or other machines or devices for gambling purposes." It may affect grain and stock tickers.

Richard R. Meents, of Ashkum, has introduced House Bill No. 480 at the request of the Illinois Grain Dealers Ass'n, amending the public utilities act to authorize the public utilities commission to pass upon leases of railroad right of way. The bill provides that no public utility owning or controlling real estate used in connection with the business of such utility shall rent or lease such real estate except upon such terms and conditions as may be approved by the commission. No lease or other agreement concerning such real estate shall be valid unless approved by the commission.

Among the speakers at the annual convention of the Illinois Grain Dealers Ass'n at this city May 8 and 9 are Governor Lowden, Harry A. Wheeler, first pres. of the Chamber of Commerce of the United States, and Hon. Robert I. Hunt, ass't treas. of the United States. A session will be given over to uniform trade rules and another to the new grain grades and federal supervision.

INDIANA

Indianapolis, Ind.—I am with the Big Four Elvtr. Co. at this place.—H. C. Clark.

Crown Point, Ind.—Jay Baldwin has bot the grain and hay business of Jay Crawford.

Peoria sta. (Oxford p. o.), Ind.—Robert Hureley has bot the elvtr. of the Willey Grain Co., of Ross, O.

Bath sta. (College Corner, O., p. o.), Ind.—Mr. Demoret has purchased the elvtr. of the Willey Grain Co. at this place.

South Whitley, Ind.—Virgil Brandenburg has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Chrisney, Ind.—William Linck, mgr. of the elvtr. of the Cadick Mfg. Co., has made application for his naturalization papers.—C.

New Castle, Ind.—Fire on Feb. 27 damaged the boiler room at the elvtr. and mill, of Martin & Martin, to the extent of about \$250.

Covington, Ind.—The Covington Grain Co. has let contract for the construction of 4 concrete grain tanks, of 6,000 bus. capacity each.

Parker, Ind.—Thomas H. Condon, prop. of an elvtr. here, was bereaved recently by the death of his wife, who was killed at a railroad crossing.

South Whitley, Ind.—Marion Nelson has been transferred from the elvtr. of O. Gandy & Co. at Churubusco to the company's elvtr. here.

Grand View, Ind.—The Rockport Mfg. Co., operating an elvtr. at Rockport, has purchased a site and will erect a warehouse for grain and produce.

Churubusco, Ind.—Otto Welshelmer is now in charge of the elvtr. of O. Gandy & Co., succeeding Marion Nelson, who has been transferred to South Whitley.

Evansville, Ind.—Julius O. Artes, mgr. of the Union Elvtr., has been renominated for councilman-at-large by the democrats here. He has served one term in this position.

Lafayette, Ind.—The Heinmiller Grain Co. incorporated to operate grain elvtrs.; capital stock, \$25,000; incorporators, Fred G. Heinmiller, John N. Pultz and Paul J. Heinmiller.

Camden, Ind.—A farmer, named Amos Moore, was arrested recently on a charge of forgery. He is alleged to have forged a grain receipt for \$48 on Ray & Rice, grain dealers.

Auburn, Ind.—Kraus & Apfelbaum, of Ft. Wayne, have bot the elvtrs. on the Vandallia, owned and operated by Wimer, Brown & Co., for a number of years. Possession will be given Apr. 1.

Huntstown, Ind.—Fire at the elvtr. of the Huntstown Grain Co. Mar. 11, caused a damage of about \$2,000. The blaze is thot to have started in the roof of the shed over the platform scales.

Sanborn, Ind.—We have sold one-third interest in our elvtr. here to Alva Crane, of Switch City. Mr. Crane will operate the plant and the firm name will be Walker & Crane.—J. M. Walker & Son.

La Fayette, Ind.—At the 2nd annual convention of the Farmers Grain Dealers Ass'n of Indiana on Mar. 9 the following officers were elected: J. S. Minch, pres.; C. E. Barracks, first vice-pres.; E. G. McCollum, sec'y; W. J. Little, treas.; H. E. Van Nuys, Frank Gaspie, James Sheedy, Fred Roberts and Mr. McCollum, directors.

Talbot, Ind.—The employees at our elvtr. had buckets and water handy to prevent the elvtr. from catching fire when the property across the tracks from it burned.—J. W. Geary, mgr. W. B. Foresman Co.

Cromwell, Ind.—Homer Hadley has resigned his position with Stiefel & Levy and has been succeeded by A. E. Barfel, of Ft. Wayne, formerly with the Nathan Grain Co. at Topeka, Ind.—M. L. Hussey, mgr.

Sims, Ind.—Geo. W. Routh is mgr. of our company which bot and took possession Mar. 5 of the elvtr. of A. W. Haycock, on the T. St. L. & W. R. R. We expect to handle coal, feed and ground feed in connection.—Sims Co-operative Grain Co.

Sheridan, Ind.—The Mendenhall-Weaver Co. has taken over the elvtr. and mill of the Sheridan Mfg. Co. The new firm is composed of E. J. Mendenhall, Perley Weaver and W. E. Woods. Mr. Woods will not take an active part in the business.

Thornhope, Ind.—W. L. Holdaway has completed his new 25,000-bu. elvtr., which is equipped with steam power and fitted to do a feed grinding business. Flour, feed and coal are handled in connection. Wesley McClellan is assisting Mr. Holdaway in the elvtr.

Eureka, Ind.—William D. Jones will have charge of an elvtr. here during the coming season. He is a guide at the national capitol at Washington, D. C., while congress is in session, but spends his vacations at this place. He has been buying grain for many years.

Rensselaer, Ind.—The recently organized Farmers Grain Co. has concluded a deal for the purchase of the elvtr. of Harrington Bros. and will abandon its plan for building. The price paid was \$11,500 and included in the deal were the offices, scales and cribs at Kersey and Kniman. Possession will be given May 1.

Nickel sta. (Valparaiso p. o.) Ind.—Miss Laura Jungohan, to whom credit is given for saving the elvtr. of the Nickel Grain Co., will be suitably rewarded. A passing train crew at midnight Mar. 7 discovered the fire but continued as far as Wanatah before giving an alarm. Word was passed back to Miss Jungohan, night operator here, and by incessant ringing she aroused the whole neighborhood around the elvtr. The fire had consumed one of the team approaches before it was extinguished.

IOWA

Titonka, Ia.—A farmers elvtr. company is being organized.

Huxley, Ia.—The Huxley Grain Co. has purchased a large safe for its office.

Pierson, Ia.—Wm. Grettenberg has resigned as mgr. of the Farmers Elvtr. Co.

Dennison, Ia.—Chas. Menagh has been retained as mgr. of the Farmers Elvtr. Co.

Story City, Ia.—A. A. Burke has moved here from Dayton. The elvtr., which he and Mr. Stephenson had under construction at this point, is now completed.



Bill your next Car of Grain
to
HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Martelle, Ia.—C. S. Peet will handle implements in connection with his grain business.

Cushing, Ia.—C. E. Lowery & Son will handle implements in connection with their grain business.

Sulphur Springs, Ia.—F. G. Bitter, of Truesdale, will build a 20,000-bu. elvtr., at a cost of \$6,000.

Merrill, Ia.—I have resigned as mgr. of the Farmers Elvtr. Co., effective Apr. 1.—Fred Hassmann.

Kinross, Ia.—Chas. Tesh has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Gilman, Ia.—G. L. Clark has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Bolan, Ia.—Mullen & Bougham, of Britt, have bot and taken possession of the elvtr. of J. A. Johnson.

Plover, Ia.—B. W. Jeffries has resigned his position at the elvtr. of the Farmers Grain & Coal Co.

Sheldon, Ia.—The Jenkinson Grain Co. is erecting coal sheds, using the lumber from its old elvtr.

Lenox, Ia.—W. M. Hewitt has sold his elvtr. and grain and coal business to the Farmers & Merchants Bank.

Lewis, Ia.—Ed Higginbotham has resigned his position at the elvtr. of W. F. Shindley on account of poor health.

Slifer, Ia.—George G. Stillman, who formerly owned an elvtr. here, was married Mar. 5 to Miss Lily Edna Johnson.

Oakland, Ia.—Elmer Sampson has resigned his position with the Oakland Grain & Coal Co. and will go to farming.

Des Moines, Ia.—The Neola Elvtr. Co. held a meeting here Mar. 14 with about 50 of its representatives in attendance.

Winfield, Ia.—The elvtr. of the Winfield Elvtr. & Supply Co. will be given a fresh coat of paint this spring.—H. W. Van Dyke, mgr.

Akron, Ia.—The Farmers Grain Co. is preparing to increase its capital stock and establish branch houses at Westfield and Chatsworth.

Langdon, Ia.—W. J. Greene, of New London, is the new mgr. of the Farmers Elvtr. & Supply Co., succeeding Fred Row, who is now agt. for the McCaull-Webster Elvtr. Co. at one of its stations.

Atlantic, Ia.—J. A. Campbell & Son will tear down their elvtrs. at Marker, Grant and Gallon sta. (Atlantic p. o.) and ship the material to Lorah, Brayton and Oakfield, where they will rebuild and operate them. The elvtrs. have been used for some time only by local people to store grain. The railroad on which the buildings are located at present will be discontinued.

Hampton, Ia.—The up-to-date elvtr. of the Farmers Co-operative Co. burned Mar. 13. The fire was first seen coming from the cupola. About 6,000 bus. of oats, 100 bus. of barley, \$700 worth of flour and feed, timothy and clover seed valued at \$850 and other products burned, causing an estimated loss of \$10,000, largely covered by insurance. A fireproof elvtr. will be erected to replace the burned house. C. H. Scantlebury has been retained as mgr. of the company for another year.

Seranton, Ia.—Our elvtr., which burned Feb. 22 from an unknown cause, contained 6,400 bus. of corn and 10,000 bus. of oats. Insurance on the grain amounted to \$7,000. The salvage has been disposed of, the oats selling for 25c a bu. and the corn for \$13.50 a ton. The stockholders of the company will meet to consider rebuilding and they will probably decide to build, as a number of farmers, not holding stock, would buy if a large up-to-date elvtr. was erected. It is badly needed to handle the volume of business done each year. We are still selling coal and lumber and have installed a scale since the fire and established a temporary office to load grain into cars with a grain dump.—Guy D. French, mgr. Farmers Elvtr. Co.

Boone, Ia.—A branch office has been opened by C. H. Thayer & Co., of Chicago, in the National Bank Bldg., with W. J. Ray in charge.

Blue Earth, Ia.—The Farmers Elvtr. Co. will start work at once on the erection of an elvtr. The Newell Construction Co. has the contract.

West Branch, Ia.—Joseph Schonborn has installed new scales at his grain office. The Newell Construction Co. did the work. Mr. Schonborn has an elvtr. under construction.

Hanford, Ia.—Franklin Thompson, of Klester, Minn., has succeeded Floyd Baker, who resigned as agt. of the Independent Grain & Lumber Co. Mr. Baker has taken a position at Klester.

Ferguson, Ia.—The Farmers Elvtr. Co. held its annual meeting Mar. 10 at which a 10% cash dividend on stock was declared. Wm. Speas was re-elected pres. and Arthur Keese, sec'y.—C. E. Adkins, mgr.

Ontario, Ia.—At our annual meeting on Mar. 13, the end of a prosperous year, K. B. Moorhouse, of Ames, was elected pres., A. E. Ross, sec'y., and Clyde Shinerly, treas. We will handle lumber this year.—Farmers Grain Co.

Swaledale, Ia.—The King-Wilder Grain Co. sold its elvtr. here to John C. Jindrich, of Cedar Rapids, who was formerly in the grain business at Walford. Mr. Jindrich took possession Mar. 19.—Chas. L. Douglass, Cedar Rapids.

Havelock, Ia.—We have installed a new up-to-date wagon dump and safe and are remodeling our office. We will also erect a new coal bin to handle about twice the amount of coal we have been handling.—W. E. Chinn, mgr. Farmers Coal & Grain Co.

Council Bluffs, Ia.—The Chicago & Northwestern Railroad Co. has awarded the contract for excavating and building the foundation for its new 1,500,000-bu. elvtr., which will be operated by the Updike Grain Co. E. A. Wickham has the contract.

KANSAS

Herdon, Kan.—The Farmers Elvtr. Co. is building a new office.

Netawaka, Kan.—J. M. Green has purchased the elvtr. of J. O. Leeth.

Courtland, Kan.—A new office building will be erected by the Farmers Elvtr. Co.

Harlan, Kan.—Farmers are forming a company to build an elvtr. before the next crop.

Bushton, Kan.—The Bushton Mill & Elvtr. Co. recently closed its elvtr. for repairs.

Langdon, Kan.—The Farmers Elvtr. Co. will be re-organized on a co-operative basis.

Fowler, Kan.—We have installed a new 15-h. p. oil engine in our elvtr.—A. R. Upp Grain Co.

Concordia, Kan.—Lee Finley will succeed John Taylor Apr. 1 as mgr. of the Farmers Mill & Elvtr. Co.

Junction City, Kan.—C. W. Borchardt is the new mgr. of the B. Rockwell Merchandise & Grain Co.

Glen Elder, Kan.—F. M. Kauli & Son, elvtr. owners, contemplate the erection of a mill to cost \$100,000.

Great Bend, Kan.—H. L. Ayers, of Anthony, is now mgr. of the elvtr. of the Barton County Mfg. Co.

De Soto, Kan.—Chas. and Fred Gordon have bot the elvtr. of C. Gardner. Possession will be given June 1.

Coldwater, Kan.—Ira D. Powell, agt. of the Morrison Grain Co., has been critically ill, following an operation.—M.

Scandia, Kan.—The elvtrs. here and at Republic, formerly operated by the Brown-Wyman Grain Co., are now conducted under the name of the Wyman & Johnson Grain Co. W. A. Johnson having bot the interest of Jos. Brown.

Lyons, Kan.—The Central Kansas Mfg. Co., operating an elvtr. and mill, has equipped its plant with electric power.

La Crosse, Kan.—H. S. Fish, of the H. S. Fish Grain Co. and the La Crosse Grain & L. S. Ass'n, died recently at Kansas City, Mo.

Sherdahl sta. (Scandia p. o.), Kan.—I have sold my elvtr. at this station to the Farmers Union, which will take possession Apr. 10.—J. W. Berry.

Day, Kan.—The report that Will White had been engaged as mgr. of the elvtr. here is incorrect.—C. C. Anderson, agt. Baker-Crowell Grain Co.

Girard, Kan.—I sold my business Mar. 15 to the recently incorporated Crawford County Farmers Union Ass'n, which will conduct it in the future.—W. M. Reckewey.

Monrovia, Kan.—The farmers have purchased a site for an elvtr. and are organizing a co-operative grain company. I will probably be mgr. for at least a year.—J. H. Best.

Gretna, Kan.—I am mgr. of the elvtr. of the Gretna Grain, Supply & Mercantile Co. E. S. Freeman has succeeded Walter Siglinger as mgr. of the mercantile dept.—C. L. Nibbs.

Kiowa, Kan.—The elvtr. of the Mills Grain Co. burned Mar. 12. Investigations are being made to endeavor to ascertain the cause of this fire and a number of others at this place.

Hill City, Kan.—C. G. Mort is pres. and I am mgr. of the Farmers Union Shipping & Business Ass'n, which took over the elvtr. of the Kansas Flour Mills Co. some time ago.—Jason Griffith.

Chapman, Kan.—The elvtr., which Perry Frazier is building to replace the one burned Jan. 11, is a 20,000-bu. reinforced concrete house, as nearly fireproof as possible. It will be completed before harvest.

Vinita Spur (no. p. o.) Kan.—The Vinita Co-operative Exchange has let contract for an up-to-date steel clad elvtr. to the White Star Co. Equipment includes a 15-h. p. engine, wagon scale with steel construction, 1,000-bu. Richardson Automatic Scale and a Eureka Cleaner.

Turon, Kan.—The plant of the Turon Mill & Elvtr. Co., recently taken over by the defunct Miller-Stevenson Grain Co., is closed. The company forged some Bs/L and had to deed all its property to the Farmers National Bank at Hutchinson.—Farmers National Bank, Turon.

Meade, Kan.—The car loader at the plant of the Co-operative Elvtr. & Supply Co., which rested on a special platform built against the house, was completely demolished when a high wind overturned the stand. The company intends to install a machine of the air blast type.

Rozel, Kan.—Contract has been let by the Union Grain Co. for a 27,000-bu. fireproof all steel elvtr. and warehouse to the White Star Co. The equipment will include a double elvtr. leg, Eureka Cleaner, 1,500-bu. Richardson Automatic Scale, exhaust fan, car puller and roller mill.

Dodge City, Kan.—The Dodge City Co-operative Exchange has let contract for the remodeling of its elvtr. to the White Star Co. New machinery will be installed, including a new Eureka Cleaner, 1,500-bu. Richardson Automatic Scale, 10-ton truck scale, 2 new elvtr. legs and a grinder.

Coldwater, Kan.—P. A. Johnson will tear down his present elvtr. and rebuild an up-to-date elvtr. and warehouse. The equipment includes two 10-h. p. electric motors, Richardson Automatic Scale, 8-ton wagon scale, 2 elvtrs., steel manlift and Eureka Cleaner. The White Star Co. has the contract.

Anharp sta. (Anthony p. o.) Kan.—Work has been started on a fireproof all-steel elvtr. for the Kansas Flour Mills Co., of Wichita. Equipment includes a 10-h. p. engine, 5-ton scale with steel equipment, 1,000-bu. Richardson Automatic Scale and steel manlift. The White Star Co. has the contract.

Kiowa, Kan.—Fire completely destroyed the elvtr. of the Farmers Grain & Elvtr. Co. Mar. 4, together with 12,000 bus. of wheat. Insurance on elvtr., \$4,000; on stock, \$2,000. The affairs of the company will be liquidated. The Kiowa Mfg. Co. has purchased the elvtr. site and buildings, which were not destroyed, and will erect a new elvtr.

Kiowa, Kan.—Ed D. Hagenmaster, mgr. of the elvtr. of the Farmers Elvtr. Co., burned Mar. 4, has been arrested, charged with disposing or helping to dispose of about 6,000 bus. of wheat, belonging to J. P. Farney. In the ruins of the burned elvtr. there was no evidence of the wheat stored by Mr. Farney, who claims that the wheat was disposed of before the fire. There have been so many incendiary fires at this station recently that Mr. Hagenmaster is thot to be innocent.

Red Wing, Kan.—We contemplate the erection of 2 elvtrs. this season to be completed to handle the growing crop, with the completion of the new Santa Fe extension from Holyrod to Galacia. One elvtr. will be located in Beaver township and the other in Union township, at towns which have not been named yet. One elvtr. will have a capacity of 15,000 bus. and the other will be a 25,000 or 30,000-bu. house, of steel or concrete construction. We will handle coal, feed, flour and implements in connection with our grain business.—F. Busenbarrick, mgr. Farmers Union Grain & Supply Co.

HUTCHINSON LETTER.

New sample grain tables have been installed on the trading floor of the Board of Trade.

The recently incorporated Southwest Terminal Elvtr. Co. has established offices in the Rorabaugh-Wiley Bldg.

Workmen are grading off the site for the new 100,000-bu. concrete elvtr., which the L. H. Pettit Grain Co. will build at a cost of \$50,000. Work on the building will be started this month and rushed to completion, in order to be ready for the next crop.

George and Henry Stevenson, of the defunct Miller-Stevenson Grain Co., will pay all debts of the company. R. B. Miller and his son, J. E. Miller, who were arrested, are out on bond of \$4,000 each. They demanded an immediate preliminary hearing, which was denied them.

TOPEKA LETTER.

Bills regarding compensation, insurance and car distribution, are now before the state legislature.

The Barrett-Harper Grain Co. has engaged in the grain business with offices in the New England Bldg. Fred K. Barrett, who has an interest in an elvtr. at Winifred, will be mgr. Both men will become members of the Topeka Board of Trade.

A bill has been passed by the Kansas legislature requiring the state grain inspection dept. to turn into the state treasury \$50,000 of the accumulated surplus of \$86,000. This creates a special tax on grain handling. The present inspection law was at one time contested in the courts on that charge. The salary of George B. Ross, chief grain inspector, has been raised from \$2,000 to \$2,500 a year. The salary of Mr. Betton has been increased from \$1,500 to \$2,250. A maximum of \$150 a month was placed on the salaries of other employees of the dept.

John S. Dean, pres. of the Chamber of Commerce, will go to the headquarters of the Union Pacific at Omaha, Neb., to urge the officials to permit the building of the 250,000-bu. elvtr., on the Union Pacific right-of-way, near the Kaw Valley Mfg. Co. The grain men were offered the Rock Island right-of-way, on its old Holton tracks, but have not decided if that site will be suitable. The Union Pacific agreed to lease its right-of-way, with a proviso in the lease that the contract could be terminated on a 30-day notice. The grain dealers refused to consider this proposition.

The Governor has vetoed the Sowers bill, repealing the law regulating grain commission merchants. The law of 2 years ago placed the commission firms under state supervision and regulation and provided for a license fee from all firms operating under the act.

The suit of the Thompson Mfg. Co., of Lockport, N. Y., against the Bennett Commission Co., of this city, for non-delivery of 5,000 bus. of wheat, was dismissed without prejudice at the request of the milling company, because of some confusion in the evidence of the plaintiff, which did not substantiate the petition. A new suit will be brot by the milling company. The defense is based on the flood conditions which prevented the harvesting of the crop. One or two other points are also involved.

WICHITA LETTER.

Stanley B. Christopher, of B. C. Christopher & Co., has bot the membership of E. E. Roahen.

The membership in the Board of Trade of K. F. Dazey, of the Dazey-Moore Grain Co., has been posted for transfer to J. E. Kramer, of Wellington. Mr. Dazey will remove to Ft. Worth, Tex., where the company has a branch office.

KENTUCKY

LOUISVILLE LETTER.

W. A. Thomson & Co. are preparing plans for an annex to their new 350,000-bu. elvtr. which was placed in operation Mar. 12, to increase the capacity to 700,000 bus. The addition will be erected at a cost of about \$50,000.

Suit has been brot by John L. Dunlap & Co. against H. P. Perry for \$557.50 alleged to be a balance due on the purchase of 5,000 bus. of May wheat. The company alleges that it was forced to sell it at a loss. Mr. Perry has made several payments on the contract.

Harry Fritts, employed by W. A. Thomson & Co. from 1897 to 1904, has been arrested in Los Angeles, Cal., at the instance of Mr. Thomson, on a charge of attempting to extort money by an illegal use of the mail. Fritts was discharged in 1904 and removed to California. For several years Mr. Thomson practically supported him and when he ceased, Fritts threatened "trouble" unless he received more money.

LOUISIANA

NEW ORLEANS LETTER.

The 1,600,000-bu. addition to the new Dock Board Elvtr. will consist of 8 rows of 14 tanks each, or 112 tanks and 91 interstices.

Howard N. Moody, sub-contractor, J. C. Jones, foreman plumber, Frank Copp, electrical engineer and J. C. Smith, engineer, all employed on the new Dock Board Elvtr., were injured Mar. 6 when the automobile in which they were riding collided with another automobile.

MARYLAND

Baltimore, Md.—The Baltimore Wharfage & Warehouse Co. has been incorporated to build wharves, piers, warehouses and elvtrs. for prospective tenants; capital stock, \$750,000; incorporators, Robert J. Gill, Clarence W. Whealton and John S. Gittings, Jr.

MICHIGAN

Jackson, Mich.—The Isbell Co. is having plans prepared for an elvtr.

Marshall, Mich.—A farmers elvtr. company is being organized here.

McBain, Mich.—The Isbell Bean Co. has bot a Hall Signaling Grain Distributor.

Owosso, Mich.—The erection of an elvtr. is being discussed by the farmers of this section.

Portland, Mich.—C. W. Peake has succeeded U. J. Maynard as mgr. of the Farmers Elvtr. Co.

Gobleville, Mich.—Plans are being made to organize a farmers elvtr. company to operate an elvtr.

Lawrence, Mich.—We contemplate installing electric motors.—O. B. Disenroth, of Lawrence Elvtr. Co.

Bancroft, Mich.—The Bancroft Elvtr. Co. has let contract for a 70 ft. addition to its elvtr. Work will start about Apr. 1.

Bronson, Mich.—We contemplate the erection of an up-to-date 12,000-bu. concrete elvtr. this season.—Wm. M. Monroe & Son.

Grand Rapids, Mich.—The Watson-Higgins Mfg. Co., operating an elvtr. and mill, will increase its capital stock from \$50,000 to \$100,000.

Constantine, Mich.—Farmers are considering the formation of an elvtr. company to buy or lease the elvtr. of the Constantine Elvtr. Co.

Lowell, Mich.—Thieves entered the elvtr., which C. H. Runciman recently purchased, and stole a large quantity of beans and clover seed.

Fowler, Mich.—Sturgis & Sons, operating a 60,000-bu. elvtr., have purchased the grist mill of Joseph J. Martin and will operate it in connection.

Salzburg sta. (Bay City p. o.), Mich.—The machinery for the new elvtr. of the Cass City Grain Co. has been installed and the elvtr. is now ready for operation.

Munger, Mich.—Farmers are planning to form a company, with a capital stock of \$20,000, to build an elvtr., at a cost of \$10,000. Hay, live stock and farm products will be handled in connection.

Pt. Huron, Mich.—No plans are under consideration for the erection of a new elvtr. to replace the one destroyed by fire about a year ago.—H. R. Safford, chief engineer, Grand Trunk Railway System.

Durand, Mich.—An attachment suit has been started against F. Leighton, elvtr. owner, by the Grand Trunk Railway Co. Considerable grain was attached by Deputy Sheriff Herrick on Mar. 10. The railway company charges that the trouble arose over a car of corn, valued at about \$1,600, shipped by a Chicago firm to Mr. Leighton. Part of the corn was unloaded at Bancroft and the remainder at this point. The company alleges that altho a draft accompanied the B/L, the grain was unloaded but the draft was not paid, and that it was forced to pay the Chicago firm for the corn.

DETROIT LETTER.

C. R. Huston was elected pres. of the Board of Trade on Mar. 8. Other officers named are: First vice-pres., T. W. Swift; 2nd vice-pres., L. M. Hobart; directors, F. Wm. Lichtenberg, Frank T. Caughey, Geo. Beck, K. P. Kimball, Fred W. Blinn, H. B. Simmons, A. S. Dumont and H. C. Carson.

The com'te of arbitration of the Board of Trade for this year is composed of A. S. Dumont, H. E. Botsford, Robert Henkel, David E. Scott, K. P. Kimball, D. M. Cash, H. M. Mok, L. M. Hobart, C. M. Martin and J. A. Jossman. The com'te of appeals consists of R. L. Hughes, W. J. Orr, F. J. Simmons, L. B. Moss, E. L. Wellman, W. R. Jossman, Wm. Johnson, H. E. Chatterton and John Moran.

Plans are being considered for the erection of a larger elvtr. on another site to replace the 1,000,000-bu. elvtr., owned by the Detroit Railroad Elvtr. Co., which burned Mar. 9 with a loss of about \$750,000. Almost the entire stock was held by members of the Caughey-Jossman Co. and the Swift Grain Co. Approximately 200,000 bus. of wheat, 50,000 bus. of corn, 45,000 bus. of oats and 10,000 bus. of rye, nearly all the property of the owners of the house, was destroyed in the fire, which started while the employees were at lunch. There was no loss of life. The elvtr. and grain were fully covered by insurance. The fire is thot to have been caused by a bearing being overheated, igniting oil on the outside of the box.

MINNESOTA

Hinckley, Minn.—The Equity Elvtr. Co. will erect a building.

Hawick, Minn.—The elvtr. and lumber yard at this place have changed hands.

Rolling Stone, Minn.—Nick Meyers has bot the elvtr. of the Western Elvtr. Co.

Blakeley, Minn.—The elvtr. of the O'Neill Grain Co. has been reopened for business.

Appleton, Minn.—The Northwestern Elvtr. Co. has placed a new agt. in charge of its elvtr.

Eldred, Minn.—We will buy an elvtr. if we can do so reasonably. If not, we will build.—T. E. Johnson, sec'y Farmers Elvtr. Co.

Triumph, Minn.—The elvtr. of the Farmers Co-operative Co. burned Mar. 16, together with 4,000 bus. of corn and 10,000 bus. of oats. Loss, \$20,000. The elvtr. will be rebuilt.

Ihlen, Minn.—J. J. Wallace has resigned as agt. of the Northwestern Elvtr. Co. and will engage in business on his own account at another station.

Randolph, Minn.—We intend to erect a 40,000-bu. elvtr. in the near future to replace our elvtr., which burned Feb. 24, with a loss of about \$32,000, fully covered by insurance.—R. B. Kinney, of Commander Elvtr. Co., Minneapolis, Minn.

Glyndon, Minn.—P. J. Shea is pres. and C. H. Melby, mgr., of our company, which handles lumber and machinery in connection with its grain business. The capacity of the elvtr. and annex is 22,000 bus. —Farmers Grain & Lumber Co.

Sleepy Eye, Minn.—Walter J. Engel of Chicago, Ill., has bot and will place in operation the elvtr. and mill of the defunct United Flour Mills Co. at this point. The purchase price was \$60,000. He also bot the company's plant at Albert Lea.

MINNEAPOLIS LETTER.

The Price Cereal Products Co. has installed a Hall Signaling Distributor in its elvtr.

Joseph H. Clark, formerly in the grain business here, died Mar. 10 at Santa Monica, Cal., aged 80 years.

The Scroggin McLean Grain Co. has moved from Room 500 to 1018 Flour Exchange and now has double the floor space.

E. F. Krumdiek has been admitted to membership in the Chamber of Commerce on transfer of the membership of A. F. Bullen.

All visitors must register personally at the office of the sec'y of the Chamber of Commerce at the time of the issuance of visitors' tickets, the privileges on which have been extended from 2 days to 4 days.

The state railroad commission, by an order of the supreme court Mar. 19, was prohibited from abolishing Minneapolis grain switching charges of the Minneapolis Eastern Railroad pending the court's final determination as to their validity.

ST. PAUL LETTER.

A bill, providing that the warehouse commission prescribe uniform rules and accounting systems for use of interior elvtr. companies, and authorize audits of elvtr. books, has been introduced in the senate.

C. C. Chambers & Co. incorporated; capital stock, \$50,000; incorporators, C. C. Chambers, pres., C. A. Serum and others. The company will start work as soon as the frost is out of the ground, on a 100,000-bu. elvtr., on the Soo Line. Concrete tanks will be added as business warrants, until a total capacity of 500,000 bus. is reached.

The house grain com'te has recommended for passage a bill asking for the appointment of an interim commission and appropriation of \$10,000 for a grain and live stock marketing investigation to start at the close of the present legislative session. A report is to be made by May, 1918, and copies furnished all candidates for the next legislature.

A bill will be introduced in the legislature by Representatives Christianson and Teigen, to remove constitutional restrictions in Minnesota against the state engaging in what is called private business. Arguments are made against the proposed state insurance law, by which the state would take away from casualty companies the payment of workmen's compensation, that it is in violation of the constitutional provisions.

The com'te investigating the grain inspection dept. and the grain exchanges met Mar. 16 and prepared subpoenas for O. P. B. Jacobson, of the railroad and warehouse commission, H. E. Emerson, chief grain inspector, and George Kull. At the same time it was decided to call the officials of the Equity Co-operative Exchange following the testimony of these 3 witnesses. The house Mar. 15, by a vote of 87 to 21, decided to allow the com'te a court stenographer and an expert accountant.

MISSOURI

Fortescue, Mo.—F. R. Windell has bot the elvtr. and coal business of J. W. Hill.

Deepwater, Mo.—Chas. M. Farrer has bot the elvtr. of the Deepwater Mill & Elvtr. Co.

Sweet Springs, Mo.—J. Yessen, of Concordia, is now mgr. of the Farmers Elvtr. Co.

Brunswick, Mo.—Walt Owens has purchased an elvtr. and will re-enter the grain business.

Canton, Mo.—W. F. Carroll, formerly in the grain business here, is ill at Jackson, Mich.

Sikeston, Mo.—The Scott County Mfg. Co. will build a 2-story 80x100 ft. office near its elvtr.

Merwin, Mo.—H. B. Owen and Geo. Groves contemplate the erection of an elvtr. and mill.

Urich, Mo.—Fire recently damaged the newly acquired elvtr. of Chas. Caldwell. The loss was small.

Westboro, Mo.—Lester Burdick, of Faragut, Ia., is now employed in the elvtr. of the Farmers Elvtr. Co.

Centralia, Mo.—A concrete elvtr. and mill will be erected by the Centralia Mfg. Co., owned by Luther Crump and J. F. Humphrey. The site has already been secured.

Clinton, Mo.—The corporate name of the J. H. Kracke Mfg. Co., operating an elvtr. here, has been changed to the Keyes Mill & Elvtr. Co. Mr. Keyes is pres., treas. and mgr. of the company.

Blythedale, Mo.—W. T. Lingle and Joe Noll, of Bethany, have bot the elvtr., owned by C. D. Ury. Earl Epperley, who has been employed at an elvtr. at Leon, Ia., has been placed in charge.

St. Joseph, Mo.—The honor of selling the first car of grain in the new trading hall of the Grain Exchange went to F. J. Watts, of the T. P. Gordon Commission Co., which disposed of a car of No. 2 yellow corn to the St. Joseph Hay & Feed Co. at \$1.09½.

Jefferson City, Mo.—The house and senate Mar. 6 concurred in a report of a conference com'te on the Hawes road bill, creating a state highway commission, and the bill was passed by both branches in its amended form with one dissenting vote, that of Senator Carter. The house passed a bill revising the entire chapter on roads and another permitting the use of convicts upon the public roads. Hawes was the author of these also.

Jefferson City, Mo.—The bill providing for state hay inspection has passed the house with a vote of 7 to 16. It provides for 15 inspectors at a salary of \$1,800 a year, 5 for St. Louis, 6 for Kansas City, 2 for St. Joseph and 2 for Springfield. All the Buchanan County representatives voted against the bill. Grain men are the principal opponents because a charge of 50c a car will be levied to support the inspectors. They contend that they can inspect their own grain at a smaller cost.

Liberty, Mo.—The O. H. Corbin Mfg. Co. is in the grain business here and is a member of the Missouri Grain Dealers Ass'n.—B.

Jefferson City, Mo.—John W. Schulte, sec'y-treas. of the G. H. Dulle Mfg. Co., operating a 65,000-bu. elvtr. and mill here, died recently, aged 70 years.

KANSAS CITY LETTER.

John L. Gates, for 10 years state grain inspector in this city, died at St. Joseph Mar. 13, aged 60 years.

Amos D. Johnston, formerly in the grain business and a member of the Board of Trade in this city, died Mar. 8, aged 72 years.

Archie A. Aylsworth has been admitted to membership in the Board of Trade. He is connected with his brother, George A. Aylsworth, of the Aylsworth-Neal-Tomlin Co., which will be reorganized as the Aylsworth Grain Co.

The Watkins Grain Co. has been reorganized, S. H. Stahoski retiring from the firm. The firm's business will be continued by Charles E. Watkins and George P. Payne under the same name and at the same place, 208-10 Board of Trade Bldg.

Allan Cunningham will succeed R. B. Long as pit man for the Simonds-Shields Grain Co. He has applied for membership in the Board of Trade on transfer from the membership of John R. Tomlin, who recently sold his interest in the Aylsworth-Neal-Tomlin Grain Co. Mr. Long has been placed in charge of another office of the Bartlett Frazier wire, which the Simonds-Shields Grain Co. discontinued.

ST. LOUIS LETTER.

Vincent M. Jones has become associated with the Schreiner Grain Co., in the cash grain dept.

The Bernet, Craft & Kauffman Mfg. Co. has increased its capital stock from \$150,000 to \$400,000.

I have been appointed trustee in bankruptcy for the Jones-Wise Commission Co.—A. J. Goodbar.

The Merchants Exchange has adopted a rule against men and boys appearing on the trading floor during session hours coatless and collarless.

Mortimer C. Bailey, formerly traveling solicitor for the Elmore-Schultz Grain Co., died recently at Albuquerque, N. M., where he had gone to regain his health.

The directors of the Merchants Exchange have adopted resolutions endorsing H. B. 726, known as the "bad check bill," which is now before the Missouri Legislature.

Thomas P. Lahey, of the T. E. Price Commission Co., had his skull fractured recently when the automobile in which he was riding crashed into a street car. He is recovering rapidly.

During the month of February there were 3,497 cars of grain unloaded under our supervision, of which 106 were leaking at grain door, 581 at box and 20 at end door.—John Dower, supervisor of weights, Merchants Exchange.

MONTANA

Terry, Mont.—A 30,000-bu. elvtr. will be erected at this station.

Geraldine, Mont.—The McCaull-Webster Elvtr. Co. will rebuild its elvtr., which burned Jan. 18.

Chadbourne, Mont.—Wm. Rea contemplates entering the grain business here this summer. He is planning the erection of an elvtr.

Burnham sta. (Fresno p. o.) Mont.—Farmers contemplate building an elvtr. next summer.—C. F. Schoeneman, agt. International Elvtr. Co.

Lake Basin, Mont.—Thomas Harris is pres. of the recently organized Farmers Elvtr. Co., which will be incorporated to build a 40,000-bu. elvtr., coal shed, and flour and feed warehouses, on the new Northern Pacific extension. The elvtr. will be ready to handle the 1917 crops.

Windham, Mont.—The Farmers Elvtr. Co. will expend \$7,000 in enlarging its elvtr. A 40,000-bu. annex and a 40x60 ft. warehouse will be erected.

Lohman, Mont.—The Equity Elvtr. & Mercantile Co., incorporated; capital stock, \$50,000; incorporators, M. W. Parsons, of Chicago, Roy Chandler, of Havre, and A. C. Mollu, of this place.

Hot Springs, Mont.—We contemplated erecting an elvtr. here but have no plans drawn and are not sure that we will build this year.—T. F. Sterling, vice-pres. Missoula Mercantile Co., Missoula.

Hardin, Mont.—The Farmers Union Ass'n has let contract for a 25,000-bu. elvtr. to the Globe Construction Co. It will be located on the Burlington and will be finished before July 1, at a cost of about \$10,000.

Helena, Mont.—A bill has been introduced by Senator Kinney, providing that elvtr. companies may not pay a higher price for grain at stations where there is competition and a lower one where there is no competition.

Stevensville, Mont.—The recently organized Stevensville Flour Mill Co. incorporated; capital stock, \$20,000; incorporators, W. C. Culbertson, J. H. Barton and J. M. Higgins. A 20,000-bu. elvtr. and 25-bbl. mill will be erected.

Miles City, Mont.—The erection of an elvtr. and 250-bbl. mill, to cost \$50,000, is being advocated by the W. M. Clark Co., of Billings. The company will furnish half the capital if the farmers of this section will supply the remainder.

Three Forks, Mont.—Mr. Gibson has sold his interest in the local elvtr., in which he has been connected since Mr. Harshbarger departed. The new owners are from Minneapolis, Minn., and will take possession in the next few months.

Big Sandy, Mont.—The H. Earl Clack Co. has brot suit against F. K. Johnson for non-delivery of 1,000 bus. of No. 2 hard winter wheat at the elvtr. here, on or before Sept. 30, 1916, at \$1.05 per bu. The company asks for \$310 and costs, interest 8%.

Enid, Mont.—The Farmers Equity Ass'n has completed a 35,000-bu. elvtr., equipped with a 12-h. p. engine, Richardson Automatic Scale and cleaner. It has a reinforced slab foundation, iron clad, and is up-to-date in every respect. The Thompson Co. had the contract.

Helena, Mont.—By a vote of 24 to 8, the senate concurred in H. B. 16, providing for the submission to the electors of a proposition to assess the farm lands of Montana to raise \$250,000 for the erection of a grain elvtr. at Great Falls. Arnold and Williams opposed the bill upon the grounds that it was not fair to the farm interests to permit other than owners of agricultural lands to vote upon the question and that such an elvtr. would be of benefit only to Cascade County. Larson defended the bill upon the ground that Great Falls, in a short time, will be one of the biggest milling centers in the United States and that the price of grains there will be the same as at Minneapolis, therefore everything should be done to encourage this development. The bill has been passed by the house and it is that that it will pass the referendum.

NEBRASKA

Weyerts, Neb.—An elvtr. will be erected.

Loretto, Neb.—Farmers are organizing an elvtr. company.

Henderson, Neb.—Farmers are forming a company to operate an elvtr.

Bellwood, Neb.—A. Yanike has bot the elvtr. of the Schaaf Grain Co.

Marquette, Neb.—C. H. Gale has resigned as agt. of the T. B. Hord Grain Co.

Hordville, Neb.—Geo. Grosvenor has resigned as agt. of the T. B. Hord Grain Co.

Allen, Neb.—A new mgr. has taken charge of the elvtr. of the Farmers Elvtr. Co.

Bee, Neb.—F. A. Engler has accepted a position in the elvtr. of the Farmers Elvtr. Co.

Elgin, Neb.—J. Ray Wylie has purchased an interest in the Cratty Lumber & Grain Co.

Ithaca, Neb.—The Farmers Elvtr. Co. is considering the erection of an elvtr. this spring.

Holstein, Neb.—Geo. L. Fisher has let contract for the rebuilding of his elvtr. to I. J. Herring.

Doniphan, Neb.—J. E. Hitt has been retained as mgr. of the Doniphan Grain Co. for another year.

Bloomington, Neb.—Ray Warner, of Stamford, is now mgr. of the Farmers Equity Union here.

Pleasanton, Neb.—Samuel McKinney, employed in an elvtr. here, was bereaved Mar. 4 by the death of his wife.

Silver Creek, Neb.—The Farmers Elvtr. Co. will buy or build another elvtr., of about 30,000 bus. capacity.

Greeley, Neb.—The Farmers Elvtr. Co. has completed the addition to its elvtr. and it is now filled to capacity.

Lincoln, Neb.—The Wright-Leet Grain Co. has removed its offices to the First National Bank Bldg.—P. M.

Graf, Neb.—Farmers have organized a company to buy one of the elvtrs. here or build a new house, on the Burlington.

Moorefield, Neb.—C. Sears has been elected pres. and M. Stephanson, sec'y of the recently organized Farmers Elvtr. Co.

Liberty, Neb.—Chas. W. Hagerman, mgr. of the Liberty Grain Co. for the past year, was married Mar. 7 to Mrs. Maude Fanning.

Upland, Neb.—We will rebuild or remodel our elvtr. this summer.—Thos. C. Lorenzen, mgr. Peoples Grain, Coal & L. S. Co.

Stamford, Neb.—Al Lawson has succeeded Roy Warner, who resigned as mgr. of the Farmers Union, to remove to Bloomington.

Dwight, Neb.—Louis Semrad, of Abie, on Apr. 1 will take charge of the elvtr. of the Nye Schneider Fowler Co., succeeding J. F. Nabity, resigned.

Humphrey, Neb.—James Lee, of Platte Center, has succeeded Martin Schumacher, who resigned his position with the T. B. Hord Grain Co. here.

Denton, Neb.—The Farmers Elvtr. Co. will install a small flour mill. The company recently let contract for a 10,000-bu. elvtr. to G. H. Birchard.

Bradshaw, Neb.—L. J. McCarthy, mgr. of the Farmers Union, had his finger broken Mar. 13 while attempting to start a gas engine in the elvtr.

Hebron, Neb.—I had the misfortune to crack a rib when I fell while opening the door of my automobile.—H. D. Harding, mgr. Hebron Elvtr. & Shipping Ass'n.

Winnebago, Neb.—The loss resulting from the fire at our elvtr. here was immaterial and was fully covered by insurance.—Holmquist Grain & Lumber Co., Omaha.

Unadilla, Neb.—Oscar Johnston has been promoted from 2nd man at the elvtr. of the Duff Grain Co. at Dunbar, to mgr. of the company's elvtr. here.—N. G. Hall, agt. at Dunbar.

Elwood, Neb.—The Farmers Elvtr. Co. has been organized with Chas. Coder as pres., and Fred Millen, sec'y, temporarily. Plans are being made for the erection of a 15,000-bu. elvtr.

Snyder, Neb.—We are taking out our automatic scale and installing a hopper scale with type registering beam. We are also making extensive repairs on our elvtr.—Farmers Union Mfg. & Grain Co.

Winside, Neb.—The elvtr., which we have been renting, has been sold to L. S. Needham & Bros. We retain possession for 60 days to ship out our grain, but are not buying.—G. E. French Grain & L. S. Co.

Waterloo, Neb.—A. R. Young, of Omaha, has bot the interest of Earl T. Hall, mgr. of the Waterloo Elvtr. Co., and has moved here and taken possession of the elvtr.

McCandless Jctn. (Nemaha p. o.), Neb.—Dick Curtis, of Falls City, has bot the elvtr of P. S. Heacock & Son and will take possession as soon as the grain is shipped out.

Wilber, Neb.—We recently declared and paid a dividend on stock of 20%. W. D. Russell has been retained as mgr. with a substantial raise in salary.—Farmers Grain Elvtr. Co.

Blue Springs, Neb.—Black Bros., operating 2 elvtrs. and mills here, have bot the elvtr. west of town, on the B. & M. R. R., for \$3,750. It will be used for storage purposes.

Beaver Crossing, Neb.—We sold our elvtr. to the Farmers Elvtr. Co. some time ago and recently disposed of our lumber business, so are entirely out of business at this station.—W. T. Barstow Grain Co., Lincoln.

Huntsman sta. (Sidney p. o.), Neb.—The Farmers Elvtr. Co. has been organized to build an elvtr., store, lumber and coal sheds in the near future. L. P. Houge is pres. and W. A. Sparks, sec'y-treas., of the company.

Shelby, Neb.—I am now mgr. of the Shelby Grain Co., succeeding Mr. Bull, who has moved to a farm in Kansas. I operated an elvtr. at this point, prior to 1910, for 25 years for the Omaha Elvtr. Co.—F. M. Leabee.

Franklin, Neb.—I have taken possession of the elvtr. of J. G. Hawkins, which I purchased recently and am doing a grain business strictly.—N. E. Gailey, formerly mgr. Farmers Grain, L. S. & S. Co., Atwood, Kan.

Minden, Neb.—George E. Hotchkin, of the Minden Mlg. Co., operating an elvtr. and mill here, died Mar. 7, following an operation. His son, Arthur E. Hotchkin, who was associated with him, will continue the business.

Upland, Neb.—The Farmers Union Co. has bot the elvtr. of the Farmers Grain Co. and will take possession Apr. 1. This change will make a stronger company, as the number of stockholders will be more than doubled.—L. A. Seberg.

Lincoln, Neb.—A bill is before the legislature amending the grain storage act to bring all grain elvtrs. and storage houses under the supervision of the act. The senate bill, providing for this, has been favorably reported to the house com'te and now is on the general calendar.

Lincoln, Neb.—George H. Birchard, who built a great many elvtrs. in Nebraska and was very well known to the grain dealers of this state, met with a deplorable accident Mar. 14. He was driving with his wife, over the C. R. I. & P. Railroad tracks, in his automobile, when it was struck by a switching train. This crossing is guarded by gates, but the gatekeeper was negligent in his duties and permitted the gates to be left open while the switching crew was at work. Mr. and Mrs. Birchard were thrown under the cars, and she was fatally injured and he badly bruised and wounded. Mrs. Birchard died a few hours after the accident. Mr. Birchard's injuries, while very painful, are not serious, but he will be confined to his bed for some time.—Ed. S. Miller, Nebraska Corn Mills.

OMAHA LETTER.

The Palling Grain Co. has discontinued business.—S. Palling.

The Gate City Malt Co. is having 2 Hall Special Elvtrs. Legs installed in its elvtr.

W. J. Smittle, traveling solicitor of the Bewsher Co., was painfully injured when his automobile turned over near Council Bluffs, Ia.

We have not reached any definite conclusion in regard to the erection of an elvtr. at Gibson.—Chicago, Burlington & Quincy Railroad Co., Chicago, Ill.

NEW ENGLAND

Augusta, Me.—J. A. Shaw has bot and taken possession of the grain business of Henry Springer.

Winthrop, Me.—Daniel Hazeltine Maxim, for many years in the grain business here, died recently.

Taunton, Mass.—The Stanley Wood & Grain Co. will move a building from Harrison St. to Orchard St.

Hartford, Conn.—M. Friedman has succeeded the South End Hay, Grain & Feed Co.—Loydon, Northam & Loydon.

South Yarmouth, Mass.—Jeremiah Eldridge, formerly in the grain and hay business here, died Feb. 27, aged 83 years.

Boston, Mass.—Arthur Jordan has again entered the grain business here after spending a year on the Board of Trade at Chicago, Ill.

New Britain, Conn.—Theodore A. Stanley, pres. of the Stanley Svea Grain & Coal Co., died Feb. 28, at Cedar Hill following an illness of 6 months' duration.

Stonington, Conn.—Fire Mar. 22 destroyed the grain and grist mill of the C. W. Campbell Co., causing an estimated loss of \$150,000. Incendiarism is suspected.

East Weymouth, Mass.—Emerson Coal & Grain Co. incorporated; capital stock, \$20,000; incorporators, James D. Bosworth, pres.; Wilfred H. Bartlett, treas., and Clara F. Mitchell.

New London, Conn.—A bill appropriating \$500,000 for the construction of an elvtr. on the state pier at this place, which was to have been heard by the appropriations com'te Mar. 14, was withdrawn by Senator James R. May, who introduced it.

South Boston, Mass.—We are building a wooden elvtr., of about 30,000 bus. capacity, and a brick warehouse, to hold 50 carloads. Electric power and all necessary equipment to elevate and clean grain, and mix and handle feedstuffs will be installed. We are using the warehouse now and expect to have the elvtr. completed about Apr. 15.—John J. White Co.

Beverly, Mass.—Fire recently damaged our storehouse, containing some 200 tons of mill feeds, dairy feeds, hay and flour. We lost our horses and wagons. Fortunately, the fire was confined to the storehouse and did not touch our elvtr. The approximate loss of \$15,000 was fully covered by insurance.—C. P. Dodge, of A. Dodge & Son Corporation.

Mansfield, Mass.—The Mansfield Mlg. Co. has let contract for an elvtr. and warehouse to replace its burned plant. The plant, which will have concrete foundations, will be built on the same site. The superstructure will be of wood and the sides will be of novelty siding. The elvtr. will be 48x36 ft., about 40 ft. high, and the 2-story warehouse will be 36 ft. wide and 90 ft. long. The office building will be detached. Electric power will be installed. Asbestos shingles will cover the roof of the elvtr. and the flat roof of the warehouse will be tar and gravel covered.

NEW MEXICO

San Jon, N. M.—My 12,000-bu. elvtr., on the R. I. R. R., is completed. Robert Stone is local mgr.—Lester Stone, Clovis.

Clovis, N. M.—The Clovis Mill & Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, J. H. Latta, Lester Stone, Cash Ramey, J. W. Wilkinson and others. The company will have a 25,000-bu. elvtr. on the Santa Fe, completed May 15 or June 1. E. B. Stephenson will be local mgr. The White Star Co. has the contract for the elvtr. A 50-bbl. mill will be installed later.

NEW YORK

East Pembroke, N. Y.—John Remsen will install a Hall Distributor in his elvtr.

Clyde, N. Y.—Thieves recently stole \$60 worth of wheat from the grain warehouse of Henry Cross.

Albany, N. Y.—The New York workmen's compensation act has been held constitutional by the United States supreme court.

Bergen, N. Y.—We have installed electric power in our elvtr. George Sands has also installed electric power in his plant.—Miller Bros. & Co.

Manhattan, N. Y.—The Bordeaux & New York Trading Co. incorporated to handle grain, wheat, foodstuffs and fish; capital stock, \$100,000; incorporators, E. Vierhaus, J. H. and F. K. Cody.

Genoa, N. Y.—The Atwater Bradley Corporation incorporated to operate grain elvtrs. and handle farm products, seeds and fertilizers; capital stock, \$30,000; incorporators, A. P. Bradley, J. and J. D. Atwater.

New York, N. Y.—John T. Schenck, mgr. of the branch office of Thomson & McKinnon, Chicago, Ill., Edward H. Dougherty, representing Ware & Leland; A. L. van Halderen, of Le Gue & Bolle's Commissiehandel, grain exporters, and Carl Sommer Larsen, of the Northern Oversea Trading Co., have been admitted to membership in the Produce Exchange. The following have applied for membership: G. J. van Waveren, of N. V. van Waveren Grainhandel, exporters; Joseph Seifer, of B. F. Schwartz & Co.; Fred C. Sawyer, representing Simons, Day & Co., and Monass M. Marks, of the Western States Grain & Feed Co.

BUFFALO LETTER.

Jeremiah O'Connor, chief machinery man at the Mutual Elvtr., died recently.

Fire a short time ago damaged one of the marine towers of the Kellogg Elvtr. to the extent of \$500.

We have the erection of a new elvtr. in mind and have purchased a site but the high cost of building materials and labor will postpone the erection until 1918.—Marine Elvtr. Co.

NORTH DAKOTA

Hatton, N. D.—The Farmers Elvtr. Co. has been dissolved.

Deslacs, N. D.—A farmers elvtr. company is being organized.

Ludden, N. D.—Farmers are discussing the erection of an elvtr.

Esmond, N. D.—An elvtr. will be built this season by the farmers.

Alsen, N. D.—Farmers are organizing a company to build an elvtr. here.

Cathay, N. D.—Farmers are forming an elvtr. company to operate an elvtr.

Stanton, N. D.—The Farmers Elvtr. Co. has let contract for a 40,000-bu. elvtr.

Gardner, N. D.—The Gardner Grain Co. has installed a new cleaner in its elvtr.

Wyndmere, N. D.—The Equity Exchange is planning to install a cleaner in its elvtr.

Forman, N. D.—The Farmers Elvtr. Co. contemplates the erection of another elvtr. here.

Belfield, N. D.—The Farmers Elvtr. Co. will build a 20x30 ft. machine shed near its elvtr.

Richardton, N. D.—Fred Esslinger is the new mgr. of the Richardson Equity Exchange.

Dawson, N. D.—An elvtr. and warehouse will be built this summer by the farmers in this section.

Larson, N. D.—F. F. Kitzmiller, prop. of the Larson Grain Co., has removed to Noonan.—P. M.

Marion, N. D.—Th elvtr. of the Farmers Elvtr. Co. has been damaged by fire to the extent of \$1,000.

Fullerton, N. D.—The Equity Elvtr. Co. will sell its old office and will handle posts and binding twine.

Loma, N. D.—The Loma Grain Co. has installed a 500-bu. cleaner.—Henry Haugland, agt. Northland Elvtr. Co.

Ross, N. D.—The Farmers Elvtr. Co. incorporated; capital stock, \$12,000; incorporators, August Anderson, Fred Weelock and others.

Pt. Emma (Guelph p. o.), N. D.—The Northwestern Elvtr. Co. has transferred its agt. from this station to Appleton, Minn.

Grace City, N. D.—We purchased our elvtr. some time ago from the Cargill Elvtr. Co. S. Isackson is mgr.—Farmers Elvtr. Co.

Agate, N. D.—The Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$25,000; M. S. Wibe, O. K. Solberg and others, incorporators.

Marion, N. D.—I am out of the grain business at the present time and am located at Lyle, Minn.—H. N. Peterson, formerly agt. Andrews Grain Co.

Springbrook, N. D.—I will resign as agt. of the St. Anthony & Dakota Elvtr. Co. on Apr. 1 and move to Ray, where I will build a 25-bbl. flour mill.—T. C. Evensen.

Maddock, N. D.—The elvtr. of the Monarch Elvtr. Co. was moved 4 ft. off its foundation, when a car which was being spotted, jumped the track and crashed into the building.

Elizabeth sta. (Luca p. o.), N. D.—The elvtr. of the Dodge Elvtr. Co., filled with grain, burned Mar. 11. C. F. Easton was agt. The estimated loss is \$24,000, covered by insurance.

Grandin, N. D.—The Farmers Grain Co. has purchased a Richardson Cleaner. Extensive improvements will be made in the elvtr. during the summer and a power plant will be built.

Jamestown, N. D.—A new company, to be known as the Jamestown Warehouse Co., will erect at once a 3-story grain warehouse, containing about 40,000 square ft. of floor space.

Eckelson, N. D.—The Farmers Elvtr. Co. contemplates the erection of a flour and feed mill in connection with its elvtr. and the installation of a large engine, steel pans and other improvements.

Mapes, N. D.—Explosion of a stove in the office of the elvtr. of John E. Cary resulted in the destruction of the building. Estimated loss, \$11,000; insurance, \$6,000. Large quantities of seed grain were destroyed.

Wimbledon, N. D.—The 50,000-bu. elvtr. of the Farmers Elvtr. Co. burned Mar. 11 with about 10,000 bus. of grain, aggregating a loss of approximately \$25,000, with insurance amounting to \$21,500. The elvtr. will be rebuilt as soon as possible.

Kloze siding (Sydney p. o.), N. D.—The Farmers Elvtr. Co. has been organized, with a capital stock of \$15,000, to build and operate an elvtr., on the Midland Continental R. R. Mike Toay is pres. and A. Baenen, sec'y-treas. of the company.

Steele, N. D.—Failure of the automatic lever of the dump to work resulted in a team of horses, owned by J. P. Keim, being dropped 20 ft. into the steel clad dumping pit at the elvtr. of the Farmers Union Mar. 14. The horses were not injured.

Barton, N. D.—The Imperial Elvtr. Co. closed its elvtr. Jan. 1 and the elvtr. of the International Elvtr. Co. was closed last September. The elvtrs. of the Farmers Elvtr. Co. and our company are the only ones in operation.—R. C. McCann, agt. Monarch Elvtr. Co.

Taylor, N. D.—We will build a 50,000-bu. elvtr. in addition to our present 50,000-bu. house. Work will start as soon as the frost is out of the ground. Contract has been let to Albert Laurent. In addition to our 25 and 10-h. p. engines, we will install another 25-h. p. engine. We generate our own power and run all of our machinery with motors.—E. E. Ingold, mgr. Farmers Elvtr. Co.

Bismarck, N. D.—Governor Lynn J. Frazier has vetoed senate bill 84, providing for the construction of a terminal elvtr. and appropriating \$300,000 to be expended by a commission to be named by the governor. The bill gave the governor authority to name his own commission, to spend any part of \$300,000 in investigating the feasibility of terminal elvtrs., and to stop there, if the plan did not appeal to him as practical.

Van Hook, N. D.—In a hearing before the referee in the case of Fred Albrecht, whose elvtr. at this place was forced into voluntary bankruptcy by a commission firm of Minneapolis, Minn., which it represented, Railroad Commissioner Johnson and Sec'y Cushing procured a settlement which will pay ticket holders every cent on the value of grain, which they had in the elvtr. The ticket-holders are recognized as preferred creditors, and they will be paid in full before any other liabilities are considered. It was announced that the rail commission may proceed further against Albrecht on the ground that he operated this elvtr. for 2 years without procuring a license. The commission was unaware of the existence of this particular elvtr. until advised that it had become bankrupt.

OHIO

Bryan, O.—Farmers are organizing an elvtr. company.

Venice, O.—John Craig has succeeded the Willey Grain Co.

West Unity, O.—Farmers are organizing an elvtr. company.

Toledo, O.—Henry Devore, of H. W. Devore Co., was bereaved recently by the death of his wife.

Alvada, O.—Farmers are organizing an elvtr. company here.

Okeana, O.—Mr. Hudson has bot the elvtr. of the Willey Grain Co. here.

Urbana, O.—H. W. Bosworth, 82 years of age, formerly in the grain business here, died Mar. 5.

Wooster, O.—The Wooster Equity Exchange has been organized and a site selected for an elvtr.

Kettlersville, O.—The Lock Two Grain & Mfg. Co. has purchased a residence here for its agt., Ed. Nuss.

Hamilton, O.—George K. Shaffer, who started in the elvtr. business in 1879, died Feb. 15, aged 76 years.

Urbana, O.—Incendiaries recently attempted to burn the elvtr. of Blose Bros. but were unsuccessful.

Fernald sta. (Shandon p. o.), O.—Robert Hureley has bot the elvtr. of the Willey Grain Co. at this station.

Bloomdale, O.—L. R. Good will equip his elvtr. with 2 Hall Grain Distributors and ear corn attachment.

Van Lue, O.—John F. Herrman has been elected mgr. of the Van Lue Grain & Supply Co. for the coming year.

Middlepoint, O.—Clyde A. Richey, of Van Wert, has sold his grain business here and engaged in the coal business.

Pemberville, O.—The Pemberville Elvtr. Co. will open its elvtr. for business Apr. 1. Electric motors have been installed to furnish power.

Helena, O.—P. H. Daub is the only grain dealer at this station. He handles hay, seeds and straw in connection with his grain business.

Wheelersburg, O.—The Wheelersburg Mfg. Co. incorporated; capital stock, \$25,000; incorporators, J. B. Mackoy, M. E. Mackoy and others.

Findlay, O.—We are not planning to make any repairs in our elvtr. this summer.—G. Roberts, mgr. Hancock Co-operative Elvtr. & Supply Co.

Antwerp, O.—We have sold our elvtr. to the Equity Exchange Co., which took charge Mar. 16. We are now out of the grain business.—J. L. Doering, supt. Peoples Elvtr. Co.

Elmore, O.—I have resigned as mgr. of the Farmers Elvtr. Co., a position which I held for 6 years. Fred Hasselkus is my successor as mgr.—C. C. Wolfe, mgr. Peoples Elvtr. & Supply Co., Fremont.

Botkins, O.—Roy and Clarence Hemmert have purchased the interest of J. C. Paul in the Botkins Grain Co. and have now taken control. Several improvements will be made, including a feed store room, which will be built on the south side of the elvtr.

Grafton, O.—The Bennett Mfg. Co. has incorporated, with a capital stock of \$50,000, to operate a 50,000-bu. elvtr. and 300-bbl. flour mill. G. A. Bennett is pres., treas. and general mgr. of the company, which will handle flour, feed and dairy supplies. The Grafton Flour Mill has been purchased and a large office building and grist mill will be erected.

CINCINNATI LETTER.

The Early & Daniel Co. has presented its office employees with checks for 6% of their annual salaries.

V. L. Stickel, of W. H. Kramer & Co., has been admitted to membership in the Grain & Hay Exchange of the Chamber of Commerce.

Alfred Gowing and Richard Fleming, engaged in the grain and hay business under the name of Gowing & Fleming, successors to Ellis & Fleming, have dissolved partnership by mutual consent. The business will be continued by Mr. Gowing, who for many years was mgr. of the Cincinnati Grain & Hay Co.

OKLAHOMA

Vinita, Okla.—The R. H. Drennan Grain Co. will erect a large mill, on the Katy Railroad.

Optima, Okla.—An elvtr. will be built by the farmers, who are organizing an elvtr. company.

Lone Wolf, Okla.—W. J. Wright has taken charge of the elvtr. of the Cox-Henry Grain Co.

Waukomis, Okla.—The Goltry Grain Co. is building a 16,000-bu. elvtr., which will be finished by May 1.

Weatherford, Okla.—The Weatherford Mfg. Co. will make improvements in its elvtr. and mill, at a cost of \$25,000.

Mangum, Okla.—We bot the elvtr. of the Mangum Mfg. Co. and will install hopper scales.—Farmers Mfg. & Supply Co.

Checotah, Okla.—Thieves recently entered the office at the elvtr. of the Checotah Mill & Elvtr. Co. and took \$20.

Pond Creek, Okla.—C. F. Brattan has sold his interest in the elvtr. of Johnson & Brattan to his partner, Ed Johnston.

Woodward, Okla.—R. A. Clifton & Son bot and took possession Mar. 1 of the elvtr. of the Farmers Coal, Grain & Elvtr. Co.

Enid, Okla.—I purchased and took possession Mar. 1 of the elvtr. of A. E. Stephenson, on the Rock Island.—J. H. Shaw.

Muskogee, Okla.—The report that J. W. S. Bower, of Bower & Brown, Broken Arrow, would build an elvtr. here is incorrect.

Wann, Okla.—The Rea Patterson Mfg. Co., of Coffeyville, Kan., has bot and taken possession of the 18,000-bu. elvtr. of G. W. Hall.

Dilworth sta. (Peckham p. o.), Okla.—Several companies are planning to build elvtrs. on the Oil Fields Short Line R. R., at this station.

El Reno, Okla.—A. R. Reinertson, of the Rasp-Reinertson Grain Co., recently suffered a stroke of paralysis while visiting at Kansas City, Mo.

Yukon, Okla.—The Yukon Mill & Grain Co. has the material on the ground for an addition to its plant, which will cost approximately \$100,000.

Drummond, Okla.—The Blackwell Mill & Elvtr. Co., operating an elvtr. here, has taken over the elvtr., built by the Ball Mfg. Co. and placed Mr. Smith in charge.

Cordell, Okla.—Karl Geis and J. G. Price have bot the elvtr. of their father-in-law, Peter Lorenz, which he operated for 10 years. Mr. Lorenz will remove to Hillsboro, Kan.

Altus, Okla.—The J. T. Gibbons Grain Co. is doing a wholesale grain business here. J. T. Gibbons has sold his interest in the firm of Gibbons & Durham to his father and the firm is doing a retail grain and feed business.—N.

Laverne, Okla.—The Overstreet Grain Co., C. B. Cozart, O. W. Hutchinson and the Sappington Grain Co. operate elvtrs. here. The Ball Mfg. Co., which is bankrupt, is out of business here.—X.

OKLAHOMA CITY LETTER.

Wm. Mooney, employe of the Oklahoma Mill & Elvtr. Co., died from the injuries received in a recent accident, in which he had his right leg cut off.

Application has been filed by the railroads with the Oklahoma Corporation Commission asking for an increase in the minimum weight on grain products from 24,000 to 40,000 lbs. The hearing is set for Apr. 17 at this city. This advance will be opposed by grain dealers, millers and merchants.

Many vicious bills introduced in the legislature have been defeated by the Oklahoma Grain Dealers Ass'n with the co-operation of business interests affected, this organized effort reflecting great credit on the officers and members of the Ass'n. The legislature has now adjourned sine die. H. B. No. 10, an Act regulating the price of commodities and defining unfair discrimination, and undoubtedly the most vicious measure introduced at this session, failed to become a law. S. B. No. 390, introduced and passed by the Senate as a substitute for House Bill No. 10 and intended to make grain elvtrs. public utilities, also failed of passage. H. B. No. 53, "The Compensation Bill," passed the House early in the session and was allowed to die on the Senate Calendar. H. B. No. 72, providing for the organization of grain exchanges, cotton exchanges and Boards of Trade, was passed. H. B. No. 588, the "Inspection Bill," was passed and will become a law with the Governor's approval.

OREGON

Imbler, Ore.—Farmers will build an elvtr. at this station.

Echo, Ore.—Farmers will build an elvtr. and grain cleaning plant.

Pendleton, Ore.—H. W. Collins closed his wheat cleaning plant on Mar. 15.

Alice, Ore.—Grain growers have subscribed \$8,000 for the erection of an elvtr. here.

Portland, Ore.—We are wholesale grain dealers but do not operate an elvtr. here. G. L. Campbell is pres. and mgr. of our company.—G. L. Campbell Co.

Heppner, Ore.—The Farmers Union has appointed a com'te to secure funds to change the present warehouse into bins for elvtr. purposes. It is understood that sufficient money has already been subscribed.—X.

Portland, Ore.—Plans for the proposed grain elvtr. project, which will be submitted to the voters in June, were discussed Mar. 14 at an informal meeting of the dock commissioners and City Attorney La Roche, in the latter's office.

Portland, Ore.—Grain growers in various districts in Eastern Oregon are appealing to Portland to put up a big public elvtr. so that they can market their grain in Oregon on an equal basis with other states. Last week meetings were held at Elgin, Cove and Imbler and resolutions were adopted favoring the movement of the Commission of Public Docks to provide adequate facilities in Portland for handling grain in bulk for export.

PENNSYLVANIA

Kittanning, Pa.—John Shaffer, mgr. of the elvtr. of J. A. Gault & Co. for many years, died recently, aged 70 years.

PHILADELPHIA LETTER.

The Commercial Exchange has forwarded \$1,610 to Pres. Wilson for American Red Cross work.

Frank M. Steel, formerly of Steel & Faucett, has engaged in the grain, hay and millfeed business on his own account. He has opened offices in the Bourse Bldg.

E. Eldridge Pennock, member of the grain brokerage firm of Pennock & Co., died Mar. 4 of pneumonia. His death occurred just 11 days after that of his wife, from the same cause. Mr. Pennock entered the grain business with F. M. & H. Brooke, and later became a partner.

SOUTH DAKOTA

Stickney, S. D.—I am now agt. for Wait & Dana.—T. A. Toland.

Wecota, S. D.—The elvtr. of the Pacific Elvtr. Co. is closed.—P. M.

Butler, S. D.—The Bristol Elvtr. Co. is out of the grain business.—P. M.

Bath, S. D.—The elvtr. of the Empire Elvtr. Co. is closed.—A. J. Murray.

Ramona, S. D.—Charles H. Schwartz is the new agt. for W. I. Thompson & Co.

Newark, S. D.—T. F. Henderson is now mgr. of our company.—Farmers Elvtr. Co.

Lake Andes, S. D.—The elvtr. of the South Dakota Grain Co. is closed.—P. M.

Aurora, S. D.—The Atlas Elvtr. Co. has discontinued business at this station.—P. M.

Wessington Springs, S. D.—I have sold my elvtr. to McCurdy & Gotevals.—W. A. Hyde.

Hayti, S. D.—The McCaull-Webster Elvtr. Co. has discontinued business here.—P. M.

Mansfield, S. D.—The elvtr. of the Eagle Roller Mills Co. is closed.—Independent Grain Co.

Lake Norden, S. D.—E. O. Eddy is now agt. of our elvtr. at this station.—Geo. P. Sexauer & Son.

Lake Preston, S. D.—The Farmers Elvtr. Co. has asked for bids for a 30,000-bu. up-to-date elvtr.

Twin Brooks, S. D.—We have employed A. H. Schmidt as mgr. of our elvtr.—Twin Brooks Elvtr. Co.

Montrose, S. D.—H. Berke is again operating the 20,000-bu. elvtr. of the Montrose Roller Mills.

Plano, S. D.—The elvtr. of Bernet & Griffith has been closed for some time.—Farmers Elvtr. Co.

Naples, S. D.—Helga Lekvold is the new agt. of the B.-B. Grain Co.—E. J. Heiser, agt. W. I. Thompson.

Viborg, S. D.—Olsen & Jorgenson have succeeded T. M. Olsen.—J. S. Allen, agt. New London Mfg. Co.

Higmore, S. D.—Farmers are organizing an elvtr. company.

Tripp, S. D.—J. C. Raugust & Co. have closed their elvtr. and discontinued business here.—F. H. Hirsch.

Vayland, S. D.—Wm. Butler is now agt. of G. W. Van Dusen & Co.—Paul Rossbach, agt. Huron Mfg. Co.

De Smet, S. D.—The Farmers Co-operative Ass'n will equip its elvtr. with 2 Hall Signaling Distributors.

Betts, S. D.—Walter Pickton has resigned his position with the Farmers Elvtr. Co. and removed to Mitchell.

Rowena, S. D.—The Libby Elvtr. Co. has succeeded the Western Elvtr. Co. at this point.—Mort Everson, agt.

Plankinton, S. D.—The F. J. Schroeder Elvtr. Co. has succeeded Wait & Dana at this station.—Carl Furchner.

St. Lawrence, S. D.—Sid Fritts is now agt. of the Eagle Roller Mill Co.—A. L. Bice, agt. G. W. Van Dusen & Co.

Fruitdale, S. D.—The elvtr. of the Rapid River Mfg. Co. will be closed Apr. 1 and will not be opened again until fall.

Reville, S. D.—The Farmers Elvtr. Co. will install electric motors in its elvtr.—Chas. D. Hewitt, mgr. Larson & Orwell.

Millard, S. D.—We have taken over the elvtr. of the Crown Elvtr. Co. at this station.—N. Wik, agt. Bagley Elvtr. Co.

White, S. D.—D. Cotherman is now agt. for E. A. Brown and J. Green is agt. of the Davenport Elvtr. Co.—Barg & Barg.

Menno, S. D.—The Farmers Land, Loan & Grain Co. will rebuild the elvtr., that Wm. Milke is operating.—Ed C. Ulmer.

Miller, S. D.—G. M. Titus has succeeded Thomson & Duthrie and G. W. Van Dusen & Co. have succeeded the Atlas Elvtr. Co.

Watertown, S. D.—The Stokes Mfg. Co. has taken over the elvtr. and mill of the W. H. Stokes Mfg. Co.—G. C. Ostrander & Son.

St. Lawrence, S. D.—The Farmers Co-operative Elvtr. Co. intends to build a 25,000-bu. addition to its elvtr.—A. L. Fritts, mgr.

Wagner, S. D.—J. J. O'Connell is the new agt. of the elvtr. of J. J. Mullaney.—G. Niedermeier, mgr. Harney & Niedermeier.

Thunder Hawk, S. D.—O. R. Lundahl has resigned and I have taken his place as agt. of the John Hokanson Grain Co.—C. L. Nelson.

Wolsey, S. D.—J. W. Montgomery is in charge of the elvtr. of L. Booher and I am agt. of the South Dakota Grain Co.—F. V. Chesley.

Nahon sta. (Aberdeen p. o.), S. D.—A. D. Trask is agt. of the Farmers Union Grain Co. and I am agt. of the Security Elvtr. Co.—H. M. Meyers.

Webster, S. D.—Pete Anderson, formerly grain buyer for the Empire Elvtr. Co., has just returned with his regiment from the border.—E. A. Wearne.

Pierre, S. D.—The Capital Mfg. Co. and the Pierre Hay & Feed Co. are out of the grain business here.—G. W. Spargur, agt. G. W. Van Dusen & Co.

Tabor, S. D.—A. Loukup is now mgr. of the 15,000-bu. elvtr. of the Farmers Co-operative Ass'n and I am mgr. of the King Elvtr. Co.—T. Koletzky.

Woonsocket, S. D.—The elvtr. of Siberz Bros. & Craig, which was sold, has been torn down and the material used for old lumber.—F. N. Thelsen.

Rockham, S. D.—E. A. Schultz is now agt. of the Eagle Roller Mills Co. Geo. W. Van Dusen & Co. have taken over the elvtr. of the Atlas Elvtr. Co.

Pukwana, S. D.—E. Newman is now agt. of the Traders Grain Co., succeeding C. Hymers, who is now agt. of the Hunting Elvtr. Co.—Farmers Elvtr. Co.

Webster, S. D.—The Farmers Grain Co. closed its elvtr. Jan. 1 and will not open it until next fall. I am now agt. of the Empire Elvtr. Co.—Steve Pearson.

Reville, S. D.—The Pacific Elvtr. Co. closed its elvtr. about Aug. 20 on account of poor crops. I am agt. of the Great Western Grain Co.—Wm. Wentzlaff.

Trent, S. D.—The Merchants Elvtr. Co. of Minneapolis, Minn., has bot the elvtr. of the Farmers Elvtr. Co. and will take possession July 1.—A. I. Sinclair, mgr.

Ward, S. D.—Electric motors will be installed by the Davenport Elvtr. Co., which is operating the elvtr. of E. A. Brown in addition to its own house.—A. M. Johnson, agt.

Wentworth, S. D.—The elvtr., formerly operated by Abraham & Schultz, has been moved from this station. Smith & Bond have closed their elvtr.—J. M. Erling & Son.

Riverside, S. D.—The Farmers Elvtr. Co. has bot the 12,000-bu. elvtr. of the Hubbard & Palmer Co. and now operates 2 elvtrs. at this station.—W. S. Gardner, mgr.

Sheffield, S. D.—The Northwestern Elvtr. Co. has reopened its elvtr. with D. Waldner as agt. We have taken over the elvtr. of the Atlas Elvtr. Co.—A. Kyle, agt. G. W. Van Dusen & Co.

Pierre, S. D.—A bill has been passed by the state legislature, which provides for the submission to the voters of the proposition to amend the Constitution to enable the state to enter upon commercial activities. The bill provides for the erection of an elvtr. or elvtrs. by direct taxation, if the people approve thereof.

Tulare, S. D.—The elvtr. of James Carlow is closed. E. F. Jones is now agt. of Siberz Bros. & Craig and Otto Roeber is agt. of Till & Koch.—H. H. Fink, mgr. Farmers Elvtr. Co.

Spencer, S. D.—The elvtr. of the A. A. Truax Grain Co. has been remodeled into a 25-bbl. flour mill and is being operated by the Spencer Mfg. Co., which buys grain at this station.—H.

Madison, S. D.—Chas. Jones is now agt. of W. I. Thompson & Co., succeeding Mark Aus, who is now agt. of the Madison Mill & Grain Co. Paul Meyer is mgr. of the A. Larson Elvtr. Co.—M.

Monroe, S. D.—K. J. Doeden is now agt. of the elvtr. of J. T. Scroggs. D. De Haas is agt. of the 10,000-bu. elvtr. of the Canastota Auto Co. and M. S. Blake is agt. of the Reedy Elvtr. Co.

Spencer, S. D.—The elvtr. of the Hubbard & Palmer Co. burned Mar. 10, together with 3,500 bus. of oats and 600, or 700 bus. of wheat. The fire started in the engine room. It will be rebuilt.—C.

Westport, S. D.—Hewitt Furner is mgr. of the 18,000-bu. elvtr. of the Electric Mfg. & Grain Co., which is making plans for the erection of a mill in connection. A. D. Neer is mgr. of the Farmers Elvtr. Co.

Victor, S. D.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Gabriel Knudson, Olaf Amseth and William Nelson. The company will buy or build an elvtr.

Virgil, S. D.—The elvtr. of the Columbia Elvtr. Co. is closed. C. W. Derr, of Mitchell, has bot the elvtr. of the J. F. Anderson Lumber Co. and placed John Van Ornden in charge.—W. H. Mann & Co.

Shindlar, S. D.—The elvtr. of the Silvius Investment Co., which has been closed since November, 1914; has changed hands, but the name of the present owner is unknown.—G. A. Saville, agt. South Dakota Grain Co.

Selby, S. D.—Harry Campbell is now mgr. of the Equity Union Exchange, succeeded John Bibelheimer, who resigned to move to Washburn, N. D., where he has purchased an elvtr. Robert Abel is back in the grain business as agt. of the Victoria Elvtr. Co.—R.

Salem, S. D.—A. Evans is now mgr. of the Farmers Grain & Coal Co., succeeding Peter Dampman, who recently bot the elvtr. of the Dakota Grain & Coal Co. Mr. Dampman intends to erect up-to-date coal sheds this spring.

Owanka, S. D.—We are building additional coal sheds, which will give us a capacity of 500 tons, and are also erecting a salt house. We operate the only elvtr. here and are annoyed by 2 scoopers.—J. H. Eorin, mgr. Farmers Elvtr. Co.

Parkston, S. D.—John Tiede, Jr., has engaged in the grain business here. The Greenwood Mfg. Co., which formerly operated an elvtr. here, discontinued business when its mill burned some time ago.—C. Rempfer, mgr. Rempfer & Wudel.

Freeman, S. D.—M. K. Hofer will wreck his old elvtr. and build a 50,000-bu. concrete structure. The other dealers at this station are the Farmers Co-operative Co., Farmers Land, Loan & Grain Co., J. J. Wipf, Pullman & Wipf, Shanard Elvtr. Co. and A. A. Wollmann.—W.

White Lake, S. D.—The White Lake Mfg. Co. contemplates the remodeling of its elvtr. and the installation of a rope drive, automatic scale, automatic dump, double leg and elvtr. The storage capacity will be increased 33½%. The other elvtr. in operation here is owned by the Farmers Elvtr. Co., with D. C. O'Brien as mgr.—Ralph Hemcous, mgr.

Waubay, S. D.—The elvtr. of the Victoria Elvtr. Co. has been dismantled and rebuilt at Victor. The Smith Elvtr. Co. and the Farmers Union Elvtr. Co. are not operating their elvtrs. at present. A. Hagen has succeeded A. C. Ruddy as mgr. of the Farmers Grain & Fuel Co. and E. F. Schulz is mgr. of the elvtr. of James Strain & Co.—A. P. Engelhart.

Mellette, S. D.—H. Gotaas now owns and operates the elvtr. formerly owned by Gotaas & White. George Gange is the present mgr. of the Farmers Elvtr. Co.—H. O. Hendrickson, agt. Empire Elvtr. Co.

Peever, S. D.—The regular grain dealers at this point are the Johnson & Norman Grain Co., C. Johnson, mgr.; Farmers Elvtr. Co., J. A. Norby, mgr.; Miller Elvtr. Co., G. W. Aney, mgr., and our company.—N. P. Ildvad, mgr. Victoria Elvtr. Co.

Winfred, S. D.—Arthur Leight is now agt. of the Merchants Elvtr. Co. and Billie Williams is mgr. of the Farmers Elvtr. Co. Rice & Westall have 2 elvtrs. here and also have part of our house leased for storage. We use our flathouse and part of our elvtr. and handle mostly feed grains rather than a regular grain shipping business.—T. A. Johnson & Son.

SOUTHEAST

Mobile, Ala.—Lyle & Lyle, of Huntsville, have discontinued their office at this point.

Rockville, Va.—We sustained a loss of about \$6,000 when our 50-bbl. flour mill and corn and feed mill burned, together with 250 bus. of wheat, 100 bus. of corn, and a quantity of meal and flour. Insurance, \$1,000.—S. Howard & Sons.

Charlotte, N. C.—At our Richmond, Va., plant, W. S. Flournoy has been re-elected mgr.; at our Nashville, Tenn., plant, John A. McEwen, mgr.; Geo. L. Brown is mgr. at our Asheville, N. C., plant; and D. U. Sandlin is mgr. at our plant at Fayetteville, N. C.—Adams Grain & Provision Co.

TENNESSEE

Lynchburg, Tenn.—Lem Motlow, farmer and stockman, is planning the erection of a 50,000-bu. elvtr. and mill.

Memphis, Tenn.—The Merchants Elvtr., containing 20,000 bus. of corn and oats, burned Mar. 15, with an estimated loss of \$23,000, practically covered by insurance. The fire was first seen in the top of the building. It will be rebuilt by J. Bright Horton, owner.

TEXAS

Plainview, Tex.—H. G. Hinn has let contract for a 15,000-bu. elvtr.

Carrollton, Tex.—Chester & Ward will build a 10,000-bu. elvtr. and mill.

Dallas, Tex.—Joe E. Lawther, pres. of the Lawther Grain Co., is a candidate for mayor.

Crosbyton, Tex.—Contract for the new elvtr. of the Harvest Queen Mills, of Plainview, has been let to the White Star Co.

Umbarger, Tex.—Contract has been let for an elvtr. by the Cozart Grain Co., of Oklahoma City, Okla., to the White Star Co.

Bushland, Tex.—The Cozart Grain Co., of Oklahoma City, Okla., has let contract for the erection of an elvtr. to the White Star Co.

Yoakum, Tex.—The Merchants Grain Co. incorporated to do a grain and feed business; capital stock, \$6,000; incorporators, J. Lyons, pres., E. C. Koerth, vice-pres., and O. M. Saunders, sec'y-mgr. A 30x150 ft. grain warehouse will be erected.

Niles City (no p. o.), Tex.—E. R. Kolp contemplates the erection of a 100,000-bu. elvtr., on the Ft. Worth & Denver, in a few weeks. This elvtr. will replace the one owned by the E. R. & D. C. Kolp Grain Co., which burned some time ago.

Happy, Tex.—Work is progressing on the elvtr. for which the Cozart Grain Co., of Oklahoma City, Okla., recently let contract to the White Star Co. Equipment includes an engine, wagon scale, 1,000-bu. Richardson Automatic Scale and steel manlift.

Seymour, Tex.—The Seymour Grain Co. has been re-organized, with T. A. Parsons as mgr., and has leased the grain warehouse of the Seymour Mill, Elvtr. & Light Co., whose elvtr. burned Dec. 27. Feed, seeds and ice will be handled in connection with the grain business.

Austin, Tex.—The house has passed a bill defining "unfair discrimination" but has amended it so that it applies only to elvtrs. and grain dealers. It provides for the licensing and regulation of elvtrs., which are put under the control of the Corporation Commission.

Hale Center, Tex.—The Hale Center Elvtr. Co. has started work on the elvtr. for which it let contract to the White Star Co. It will be equipped with a 15-h. p. engine, 5-ton wagon scale, 1,000-bu. Richardson Automatic Scale, steel manlift, Eureka Cleaner and feed mill.

Abernathy, Tex.—The Abernathy Coal & Grain Co. has let contract for an elvtr. and 36-ft. warehouse to the White Star Co. Work has been started on the plant, which will be equipped with a 7½-h. p. and 15-h. p. electric motor, 1,000-bu. Richardson Automatic Scale, 6-ton wagon scale, steel manlift, Eureka Cleaner and roller mill.

Temple, Tex.—A. B. Crouch, pres. of the Crouch Grain Co., and Mrs. Margaret Buchanan, his sec'y, have been indicted by the federal grand jury, charged with using the mails as a scheme to defraud. It is contended by the government that Crouch forged Bs/L and that about \$200,000 was secured by him. He is believed to be in South America. Mrs. Buchanan has been released on bond in the sum of \$2,500.

UTAH

Salt Lake City, Utah.—Logan & Bryan, of Chicago, Ill., have closed their office here and the business has been taken over by James A. Hogle & Co., as correspondents.

WASHINGTON

Dayton, Wash.—The Farmers Union will build an elvtr.

Goldendale, Wash.—The Farmers Warehouse Co. will build a 125,000-bu. elvtr.

Diamond, Wash.—Farmers are organizing a company to build an elvtr. this summer.

Starbuck, Wash.—The Farmers Elvtr. Co. has been organized to build a 130,000-bu. elvtr.

Menasha, Wash.—T. D. Wheeler has organized a company to do a wholesale grain and flour business.

Thornton, Wash.—An elvtr. will be built this summer by the Farmers Elvtr. Co., now being organized.

Squaw Canyon (Malden p. o.), Wash.—The recently incorporated Squaw Canyon Elvtr. Co. will let contract for an elvtr. here.

Ewan, Wash.—The Ewan Elvtr. Co. has increased its capital stock from \$10,000 to \$25,000 and will build an additional elvtr. and enlarge its warehouse.

Ruff, Wash.—A new elvtr. is being erected by the Farmers Warehouse Co., of which John C. Jantz is mgr.—Edward Beck, mgr. Jantz Grain Co., Warden.

Pleasant View (North Yakima p. o.), Wash.—A 130,000-bu. concrete elvtr. will be erected by a company, composed of C. W. Pearson and associates. It will cost approximately \$80,000.

Winona, Wash.—The erection of an elvtr. by the Superior Mfg. Co., operating a flour mill, is being discussed. This station has 2 flathouses for handling sacked grain and a loading elvtr. for loading bulk grain.—L. H. Palmer.

St. John, Wash.—We will build a 150,000-bu. elvtr., equipped with a washer, smutter, cleaner, and rolls, located on the O. W. R. & N. R. P. L. Nelson is pres. and Will R. Heglar is sec'y, treas. and mgr. of our company.—St. John Elvtr. Co.

Seattle, Wash.—The Port Commission has let contract for a new 500,000-bu. elvtr., of concrete and reinforced steel construction, to Swenson & Co. The Commission already has a 500,000-bu. elvtr. in operation and it is that that this annex will be adequate for the needs some time. The building will be completed before the 1917 crop is ready.

Olympia, Wash.—R. D. Jarboe has resigned as state grain inspector, effective Apr. 1. He will accept a position in the grain inspection service of the federal government. L. D. Crowe, chief deputy at Spokane, is mentioned as a possible successor. The appointment is made by the public service commission with the approval of the governor.

Olympia, Wash.—It will be the duty of the state grain inspector to inspect and weigh all grain received at terminal warehouses and to collect the fees fixed by the Public Service Commission for such service, according to a formal opinion given the commission by Assistant Attorney General Hance H. Cleland. The question arose in connection with the inspection of grain belonging to the Sperry Flour Mill Co. of Tacoma and shipped from its elevator at Creston. The Sperry Co. contended that it should not be compelled to pay fees for inspection, as the grain was merely transferred.—H.

Hartline, Wash.—Suit has been brought against the Farmers Union Grain Co. by the Sperry Flour Co., of San Francisco, Cal., for \$7,043 for failure to deliver grain on contract. Part of this is for \$437, which is alleged to have been overpaid on grain delivered. Following are the contracts alleged: Aug. 30, 1916, 10,000 bus. bluestem at \$1.20; only 8,491 bus. delivered. Price at time of delivery, \$1.45. Sept. 7, 1916, 5,000 bus. club at \$1.25; only 3,540 bus. delivered. Price when delivery due \$1.42. Sept. 9, 1916, bus. bluestem at \$1.28. None was delivered, it is claimed. Price at date of delivery, \$1.45. Sept. 12, 1916, 5,000 bus. club at \$1.26; none delivered, but price at time called for was \$1.28. Sept. 14, 1916, 10,000 bus. club at \$1.25½; none was delivered at time called for and price was \$1.48. Sept. 14, 1916, 10,000 bus. bluestem at \$1.26; price at time for delivery was \$1.44, but none was furnished.

WISCONSIN

Avoca, Wis.—I have sold out to J. H. Martell.—John Sikir, prop. Avoca Roller Mills.

Broadhead, Wis.—The E. B. Milks Co. bot and took possession Mar. 1 of the Broadhead City Mills.

Downsville, Wis.—Harry Kyle has purchased the grain, feed, flour and produce business of Edward Bohn.

Thorp, Wis.—The Thorp Mfg. Co. has bot a 28-h. p. gasoline engine and will install it this spring.—G. C. Nielsen, Withee.

Rodell sta. (Fall Creek p. o.), Wis.—We operate the elevator of the McGuire Grain Co., of Chippewa Falls, under lease.—Niebuhr & Son, Fall Creek.

Allenton, Wis.—Washington Klein, of South Germantown, has succeeded Henry Menger, as mgr. of the elevator of the Farmers Mercantile Co. at this point.

Curtiss, Wis.—As soon as the weather permits I will have my elevator painted and the office enlarged. The yards will be filled in with cinders.—John V. Sturmer.

Superior, Wis.—Wheat thieves, who broke open 5 cars and stole grain, were recently arrested here by railroad deputies, who concealed themselves in the cars.

Dodgeville, Wis.—D. D. Lewis has bot the interest of Benjamin G. Thomas in the firm of Lewis & Thomas, operating a grain warehouse, and the firm has been dissolved.

Madison, Wis.—The Assembly has indefinitely postponed the constitutional amendment resolution giving the state the right to acquire storage houses, warehouses and grain elevators.

Sturgeon Bay, Wis.—The Door County Produce Co. incorporated; capital stock, \$40,000; incorporators, O. J. Simon, and others. The company is negotiating for the purchase of the Lyon Elevator, and intends to commence business May 15. Flour, feed, seeds, coal and produce will be handled in connection with the grain business.

Allenton, Wis.—I have purchased the 35,000-bu. elevator and warehouse of the Manitowoc Maltng Co. and will handle seed and feed in connection with the grain business.—Henry Menger.

Eleva, Wis.—Helge Helgeson is now mgr. of the Farmers Equity Elevator Co. and not L. H. Severson as listed in the List of Wisconsin Grain Elevator Operators. T. M. Olson operates a 15,000-bu. elevator at this point.

Oconto Falls, Wis.—We are now installing a motor driven feed mill and cob crusher. We are a branch of the Wausau Mills and deal in grain, hay, flour and feed.—Leslie Halsted, mgr. Dodge-Hooker Mills.

Pound, Wis.—The Pound Klondike Implement & Grain Co. never operated an elevator here. It had a railroad lease which it has turned over to the Kewaunee Grain Co., which is now building an elevator here.—X.

Strum, Wis.—My elevator at this point has a capacity of 14,000 bus. I have been located here for 26 years and handle the bulk of the seeds and mill feed at this point and Eleva. I also handle implements here.—T. M. Olson.

Westby, Wis.—We have purchased the elevator and warehouse of the Cereal Mills Co. and operate it in connection with our old house. Our capital stock has been increased from \$10,000 to \$20,000.—L. E. Lee, sec'y-mgr. Farmers Exchange.

Barton, Wis.—Charles J. Suckow, aged 69 years, who formerly owned the elevator and mill of the Barton Roller Mills, died recently at Milwaukee. He was also interested in the elevator of the Young America Power, Light & Mfg. Co. at Young America (Barton p. o.).

Fall Creek, Wis.—We own and operate the elevator, formerly owned by the Cargill Grain Co., and do not lease it as stated in the List of Wisconsin Grain Elevator Operators. This station ships out annually 40,000 to 50,000 bus. of barley, 50,000 to 60,000 bus. of rye, 50,000 to 75,000 bus. of oats and a few cars of wheat.—Niebuhr & Son.

Sister Bay, Wis.—The officers of our company are A. S. Beyers, pres., Aug. Strandell, sec'y, Grant J. Anderson, treas., and Paul O. Stram, buyer and general mgr. We operate an elevator and mill and buy all kinds of grain and feeds. Our railroad station is Sturgeon Bay and this point is reached directly by boat in season.—Liberty Grove Produce Co.

MILWAUKEE LETTER.

The Hottel Co. has increased its capital stock to \$25,000.

The Pabst Brewing Co. will erect an elevator and conveyor, at a cost of \$12,000.

The directors of the Chamber of Commerce have endorsed the bill, known as No. 58-A, introduced in the Wisconsin Legislature, by Assemblyman C. M. Hansen, providing for the regulation of railroad track scales by the state, and a test of all such scales at least once each year by the use of a state-owned test car. The directors instructed the sec'y to address letters to the members of the committee on transportation of the assembly, asking it to favorably consider the bill for passage, in the interest of all concerned in the shipment of the commodities weighed over track scales.

The following nominations were made at the recent caucus of the Chamber of Commerce: Pres., H. W. Ladish, W. O. Goodrich, John Burger; first vice-pres., H. H. Peterson, August Rebhan; 2nd vice-pres., H. M. Stratton, W. H. Dodsworth; sec'y-treas., H. A. Plumb; directors, A. R. Templeton, Max Hottel, S. E. Trask, F. J. Coughlin, Josef Mueller, Herman Johns, Henry Ploss, C. B. Pierce, Austen Cargill, F. G. Kellogg; arbitration committee, L. J. Keefe, Edward LaBude, E. H. Heimke, Charles F. Coughlin; appeals committee, P. P. Donahue, C. A. Krause, J. A. Mander, E. J. Furlong, G. J. Zimmerman, Walter Holstein, John H. Crittenden. The election will take place Apr. 2.

The capital stock of Smith, Parry & Co. has been increased from \$50,000 to \$100,000.

Roy E. Youngs and Frank J. Gritzmacher have been admitted to membership in the Chamber of Commerce.

The Chamber of Commerce will erect its own building within the next year, at an approximate cost of \$1,000,000.

The offices of the Milwaukee Elevator Co. and the Armour Grain Co. have been removed to the First National Bank Bldg.

The annual dues of the Chamber of Commerce will be increased from \$35 to \$75, beginning this year. The present membership of the Chamber is 565 and certificates are being held as high as \$500, compared with \$160 a year ago.

WYOMING

Hillsdale, Wyo.—The Peoples Co-operative Grain Co. has purchased a Hall Signaling Distributor.

Chokes

(Continued from 475.)

For the purpose of determining grade every shipper should provide (and use) some means for drawing an "average" sample of the grain loaded into each car. A small portion of the sample should be retained in an airtight container, properly labeled, until returns are received; the rest to be put back into the car.

Inasmuch as the car will be probed with a trier or plunger at the terminal market, that instrument is probably the one which the shipper should also use. In arriving at his grade he should endeavor to be so fair that his result will be accurate in the greatest possible degree. The shipper who grades his own grain fairly and intelligently will acquire such a reputation among those to whom he ships as to cause the receiver to rely very much upon what he says about a shipment.

If a trier is not used, a convenient method will be to get into the car several times during the process of loading and secure a bucket or tester kettle full of the grain, it being essential that care be exercised to have the samples come from different locations in the load. The bucketfuls may be placed in a box and when the loading is completed this grain should be thoroughly mixed and a fair sized sample taken upon which to base the grade for the car.

It seems that it would be possible to provide a device as an attachment to the loading spout so that, when an automatic scale is used, a little of each draft, say 3 or 4 ounces, will fall into a receptacle. It may require some ingenuity to work out the idea, but such a device would certainly give a "composite" sample showing the average quality of the grain which goes into each car.

—O—

This is a funny old world. For years the country dealer has been grain expert, adviser to farmers, carpenter, machinist, traffic man, engine expert, electrician, architect, builder, bookkeeper, a student of animal and insect pests, an all-around prominent man in his community, and goodness only knows what else in individual cases—and now they want him to become a chemist, too! Oh, well, the more they've loaded onto him in the past the more efficient he has become in serving his fellowmen with scarcely a grumble and with little profit to himself, and he'll probably show them what a real chemist looks like before the thing is done.

Supply Trade

SANDWICH, ILL.—H. A. Adams, vice-pres. of the Sandwich Mfg. Co. died suddenly Mar. 10 at Long Beach, Cal.

PLAINFIELD, N. J.—G. H. Frost, a director of the Brown Portable Elevator Co. of Chicago, died in this city March 15.

MOLINE, ILL.—February of this year was the best February this company has had in over 15 years.—Barnard & Leas Mfg. Co.

PEORIA, ILL.—The plant of the Peoria Cordage Co. was recently destroyed by fire. Three lives were lost and the company suffered a heavy loss. The portion of the plant destroyed will not be rebuilt.

CHICAGO, ILL.—W. H. Salisbury & Co. has leased from the Field Estate the store at 308-10 W. Madison St. for a term of years, dating from April 17. The rapidly increasing business of the company has forced it to move into these larger quarters.

MILWAUKEE, WIS.—The Christensen Engineering Co. has sold its plant, equipment and gas engine business to the Monarch Machine Works. The Christensen Engineering Co. will erect a new plant and will confine its business along entirely different lines.

Do not spend your whole advertising appropriation in one month and let the public forget you for the next eleven. Keep at it. Plan for a little extra spurt every so often, yes. But in between times don't let your sales efforts lag.—*Associated Advertising.*

CHICAGO, ILL.—"R. F. & C." Solid Woven Non-Separable Ply Rubber Belting has recently been installed in the Dittlinger Roller Mills of New Braunfels, Tex., and in the plant of Hecker Jones Jewell Mfg. Co., of New York City.—W. H. Salisbury & Co.

PORTLAND, ORE.—Geo. T. Burrell, pres. of the Burrell Engineering & Construction Co., spent several days in this territory recently investigating conditions and inspecting the work his company has on hand. He reports a very favorable outlook for the coming season and looks for an active year in building bulk handling elevators on the Pacific Northwest.

KANSAS CITY, Mo.—Grain elevator owners who contemplate installing a gasoline or kerosene engine will do well to send for the catalog of Witte Engine Works, which will be sent to them free by addressing the company at 3376 Oakland Av., Kansas City, Mo.

OWENSBORO, KY.—L. S. Greenwood, formerly pres. and gen'l mgr. of the Three Forks Mfg. Co., has been engaged by the Anglo-American Mill Co. to head the Community Marvel Millers Ass'n and service department. By July 1 he will be director-general of more than 1,100 American Marvel mills located thruout the U. S.

CEDAR RAPIDS, IA.—The Newell Construction & Mch. Co. has moved to new and more commodious quarters on So. First St. It has consolidated all its stock and offices in one building, which enables it to give better service than ever and carry a much larger stock and greater variety of supplies. V. C. Collins has been selected as sales manager, and H. G. Bushnell as manager of the construction department.

LINCOLN, NEB.—Mr. and Mrs. Geo. H. Birchard while driving across the Rock Island tracks in this city on March 12 were struck by a switch engine. The crossing is guarded by gate, but the gatekeeper was negligent and permitted the gates to be left open while the switching crew were at work. The deplorable accident followed, resulting in the complete demolition of the automobile, throwing Mr. and Mrs. Birchard under the cars, fatally injuring the latter and badly bruising the former. Mrs. Birchard died within a few hours after the accident. Mr. Birchard's injuries, while very painful, are not serious. He is getting better slowly and will be up and around in a week or two. He has the heartfelt sympathy of a large number of friends among the elevator men of the West in his great loss.

UNITED STATES' FOREIGN TRADE decreased approximately \$190,000,000 during February, the first month of Germany's unrestricted submarine warfare. Figures compiled by the department of commerce show that exports of food fell from \$105,000,000 in January to \$67,000,000 in February, a decrease of about one-third. Shipments of all kinds dropped during the month from \$613,500,000 to \$466,500,000, a decrease of \$147,000,000, and the decrease in imports was \$42,239,675.

Great Lakes Transportation Situation.

Reports are that ice on the Great Lakes is thicker at the present time than it has been at this season for many years. At Duluth it was reported to be sixteen inches thick last week. Above the mouth of the St. Claire river, in Lake Huron, the ice is piled up twenty-five feet high. The early opening of navigation depends on whether this ice is blown out into the lakes or whether it blows into the river in the one case and harbor in the other.

But it is certain that navigation will open just as quickly as is possible, because the scarcity of cars is creating a demand for boats which is far above ordinary. Many of the vessels have their cargoes already aboard; in fact, there are boats at Buffalo and Port Huron which have not been unloaded this winter, but have the same grain aboard with which they were loaded at the close of last season.

Fewer boats will be on the lakes this year than last. Some were sold for ocean trade. Others for coast trade. And the losses sustained in storms last year were higher than usual. At present there are but seven vessels, of 53,700 gross tonnage, being built. The best that can be expected of these vessels is six months' service out of a possible season of seven months.

Higher rates will probably prevail this season than last because of the increased demand for the boats. In the past the masters have usually given a preference to grain shipments over ore and coal, because with the former it is necessary to reinforce the hold before receiving cargo, and with the latter it usually takes about two days to prepare a ship for grain after a cargo of coal is hauled. But this year new and keen competition will be met, because it is reported that manufacturers of automobiles and other sorts of merchandise will utilize lake transportation as never before because of the scarcity of cars. Increased manufacturing activity will cause the plants to bid high for cargoes of ore. And the great scarcity of coal on the docks and in the Northwest will compel the coal dealers to bid high for tonnage.



It might be well for grain men who have coal yards in connection to investigate the coal situation. The *Retail Coalman* seriously questions the possibility of moving enuf coal into the Northwest to meet next winter's demand, even if navigation is continued uninterrupted thruout the spring and summer. And convincing figures are shown to back up the statements of the journal. It advises to make purchases and demand delivery immediately, pointing out that the situation will not allow a much lower price. And by doing this the grain men will be helping themselves, because the locomotives which this year have been used to move coal can then be spared to move grain, and a repetition of this year's congestion and stagnation can be avoided.

ARGENTINE WHEAT available for export in 1917 will be about 36,743,333 bus., including the holdover from last year, as compared to 73,486,666 bus. in the first nine months of 1916. Flax production will be so small as to leave nothing for export. There will be about 11,023,000 bus. of oats for export, as compared to \$23,883,133 bus. in 1916. This would mean a decrease of about \$60,000,000 in exports of wheat, flax, oats and sugar for the year.

INVESTMENTS for FARMERS

"The investments of the farmer which pay the largest interest are the investments in fertilizers in good live stock, in good machinery and other forms of equipment."

Dean F.B. Mumford,
University of Missouri // The Banker-Farmer.

Feedstuffs

WINFIELD, KAN.—The Bartlett Grain Co. will build a 25-ton alfalfa mill at Douglass.

THE AMERICAN Ass'n of Cereal Chemists will hold its annual meeting at Kansas City, May 24, 25, and 26.

MILWAUKEE, WIS.—The Hottellet Co., dairy feed, has amended its articles of incorporation to make the capital stock \$25,000.

HAGERMAN, N. M.—Floyd Wilson and associates in the Denver Alfalfa Milling & Products Co. have purchased the large plant of the Pecos Valley Alfalfa Mill Co. here.

UNION SEED & FERTILIZER Co., Guttenberg, N. J., has registered the word "Union" as a trade-mark for foodstuffs for cattle and other animals, consisting of cotton-seed meal, No. 95,568.

BUFFALO, N. Y.—M. A. Donner, who for several years has been sec'y and treas. of the Chippewa Feed & Grain Co., with offices here, has resigned from that firm to establish the Buffalo Feed Co.

THE AMENDMENT striking out the word "substantially" in the present Texas feedstuffs law, requiring certain standards for feedstuffs and their labeling according to standards, was passed by the Senate. The purpose of the amendment is to make the law valid.

JUDGMENT of condemnation and forfeiture of 60 sacks purporting to be "Creamo Dairy Feed" was recently entered and the product delivered on bond to Rapier Sugar Feed Co., Owensboro, Ky., upon the payment of costs, according to Service and Regulatory Announcements, Supplement, issued Mar. 15. It was charged that the sacks were misbranded in violation of the food and drugs act.

HARDIN, MONT.—The Hardin alfalfa mill, which is owned by the Golden Grain Milling Co., East St. Louis, burned to the ground recently. The fire was discovered under the engine room, but how it started is not known as the engine had not run since the evening before. The loss is estimated at about \$25,000, partly covered by insurance. The plant will probably be rebuilt at once.

THE BUFFALO Corn Exchange is opposed to certain features of the Wicks foods and markets bill and submitted an amendment at the hearing Mar. 20. The exchange, as well as the New York State Millers' Ass'n, is opposed to the provision of the Chace feedstuff bill, requiring that all sales of farm products by commission men be reported in 24 hours to the consignor and making it a misdemeanor to fail to do so. It is proposed to amend the bill to exclude cereals.

THE NEW FEED inspection law of Arkansas, effective Mar. 10, provides that all shipments of commercial feedstuffs shipped into that state or sold in that state on or after Mar. 10 must bear the inspection tax tag. Tax tags will be promptly furnished on all orders at the rate of 20 cents per ton. Under the old law it was necessary to attach tags to feed sacks showing the kind of feed contained in the sack and the analysis thereof, but it was not necessary to pay any tax on the feed.

THE COTTONSEED PRODUCTS Co., Roff, Okla., has registered the word "Proto-meal" as a trade-mark for stock feed and cottonseed mixed feed, No. 99,565.

HOUSE BILL 352, recently introduced in the Michigan legislature, permits the board of agriculture to refuse licenses to brands having little or no feeding value, or that are offered for sale under a brand or trade-mark that is misleading or deceptive. Each feed must be labeled or tagged to show the specific name of each ingredient used in its manufacture. Wheat, rye and buckwheat brans or middlings, when unmixed with other materials, will not be subject to the license. The basis of the license fee, \$20 per year per brand, remains the same.

DENVER, COLO.—The Great Western Alfalfa Milling Co. of this city has recently been incorporated with a capital stock of \$260,000 and has placed contracts for material and machinery for six large, first-class alfalfa mills to be built in Colorado and Nebraska and to be in operation in time for the new crop Aug. 1. This company starts business under the management of men who have devoted many years to the alfalfa milling business. Geo. Lopez, pres. and general mgr., was formerly pres. and virtual owner of the Alliance Alfalfa Hay Co. The company is strongly financed and with its large output of alfalfa meal it will prove one of the largest factors in this line of business in the west hereafter. One of the six alfalfa mills will be erected at Elm Creek, Neb.

Veneering Baled Hay a Violation of Food and Drugs Act.

The practice of veneering or facing bales of hay is now being investigated by the Dept. of Agriculture, according to Service and Regulatory Announcements, No. 19. Veneering consists in feeding to the baling machine an occasional forkful of hay that is of higher grade than the bulk of the lot being baled and manipulating the forkful in such a way that the high-grade hay covers the outside of the bale, making it appear to contain better hay than is actually the case. Hay veneered in such manner as to conceal inferiority is held by the Bureau of Chemistry to be a violation of the Food and Drugs Act.

New Missouri Feed Law.

The first uniform or model feed law passed intact by any state in the union was recently passed by the Missouri General Assembly when it acted favorably upon the so-called Glick bill to regulate the manufacture and sale of feedstuffs in the state.

The bill contains no tax or revenue feature and provides that all feedstuffs sold in Missouri shall contain a statement either on a tag or on the sack: (a) the net weight of the contents, (b) the name, brand or trade mark, (c) the name and principal address of the manufacturer or person responsible for placing the commodity on the market, (d) the minimum percentage of crude protein, (e) the minimum percentage of crude fat, (f) the maximum percentage of crude fibre, and (g) the specific name of each ingredient used in its manufacture.

The bill gives the Missouri Board of Agriculture power to refuse to register any commercial feeding stuff under a name, brand or trade mark which would be misleading or deceptive or which would tend to mislead as to materials

of which it is composed or when the specific name of each and all ingredients used in the manufacture are not stated. For a violation of any of the provisions of the bill a fine of not more than \$100 is provided for the first offense and a fine of not less than \$100 for each subsequent violation.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Monon, in C. I. & L. 6646 rules governing the milling or malting in transit of grain at Indianapolis, Ind., effective Mar. 30.

C. B. & Q. in Sup. 9 to 3457-G gives rules and regulations affecting freight traffic on its line, the I. & S. L., Q. O. & K. C., R. P. L. & N., and the T. & N., effective Apr. 15.

C. B. & Q. in Sup. 8 to 3457-G gives rules and regulations affecting freight traffic on its line, the I. & S. L., Q. O. & K. C., R. P. L. & N. Ry., and the T. & N. Ry., effective Apr. 1.

Grand Trunk, in Sup. 25 to I. C. C. A. 1710 quotes rates on grain and grain products from Grand Trunk station and connections to eastern, New England and Canadian points, effective Apr. 15.

C. B. & Q. in Sup. 45 to 5100-B quotes joint rates on flaxseed, grain, grain products, hay and commodities taking same rates between stations on its line, etc., and stations on the Ft. D. D. M. & S. R. R., effective Apr. 1.

Wabash, in Sup. 1 to I. C. C. 4207 quotes rates on grain and grain products from Wabash stations in Ill., also St. Louis, Mo., to Ill. and Wis. points on connecting roads and Burlington and Davenport, Ia., effective Apr. 10.

C. B. & Q. in Sup. 2 to 1921-E gives switching charges between industries, etc., on its tracks at Chicago, Hawthorne and Clyde, Ill., stations and junctions of connecting lines also from one location to another on its tracks, effective Apr. 1.

Monon, in Sup. 16 to 5829 quotes joint and proportional rates on grain by-products, also dextrine and starch, from stations on the C. I. & L. to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh, and other Eastern Va. and Western termini points, effective Apr. 15.

Monon, in Sup. 7 to 6056 quotes joint rates on grain, grain products and by-products of grain, also dextrine and starch, from stations on the C. I. & L. to points in Canada, Cape Breton, New Brunswick and Nova Scotia; also Me., Mass. and Vt., effective Apr. 15.

C. R. I. & P. in Sup. 31 to 19690-F quotes local, joint and proportional rates on grain, grain products, seeds and broom corn, from stations in Colo., Kan., Mo., Neb., N. M. and Okla., also Council Bluffs, Ia., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La. and Miss. and on corn and articles taking same rates from Memphis, Tenn., to stations in Okla., effective Apr. 23.

C. R. I. & P. in Sup. 8 to 29329-B quotes local, joint and proportional rates on grain, grain products and seeds between Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Fort Leavenworth, Kan., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Mo. on its line and the C. B. & Q. R. R. and stations in Ill., Ind., Ia., Minn., Mo., S. D. and Wis., effective May 1.

Patents Granted

1,218,850. Treatment of Seeds. (See cut.) Henry Ernest Fry, Godmanstone, Dorchester, England, assignor to Charles Edward De Wolf, London, England. A process of treating seeds before they are sown, which consists in steeping in a radio-active liquid, a solution of manure and water or passing an electric current thru the solution.

1,219,786. Grain Tank. (See cut.) Henry E. Splater, Hay, Wash. A grain tank on a base with walls placed upon it, the walls consisting of sections having staggered ends, these ends fitting between and overlapping the projecting ends in the meeting section. Locking pins running vertically thru these overlapping ends prevent any movement of the walls, the locking pins engaging seats in the edges of the section immediately above.

1,219,267. Grain-Storehouse Construction. (See cut.) Lizzie H. Dickelman, Forest, O. A central perforated air shaft with a plurality of laterally extending tubes, whose opposite ends are open to the atmosphere and secured to a ring, a conical shaped roof carried by the central air shaft, perforated circular walls secured to the tubes near their outer ends and extending upwardly to the roof, and plastic material between the central air shaft and the ring embedding the tubes and the lower ends of the walls.

1,219,506. Bearing for Conveyor Rollers. (See cut.) John A. Alvey, St. Louis, Mo. In a conveyor roller spaced between two supports, a cap with a bearing cup in it is placed in the end of the roller. A spindle having a floating bearing journal is mounted on each support, the bearing journals engaging the cup of the roller. The ends of the spindle engage the roller cup bearing to prevent endwise movement. The spindle has a bushing which engages the cup of the cap, and between the bushing and the bottom of the cap is a hollow place, forming a grease cup.

1,219,816. Grain Drier. (See cut.) Alfred W. French, Piqua, O. A combination of an upright heating chamber, the upper half of which is occupied by heating pipes, the lower part of which has means for passing a heated drying fluid for drying the material heated by the pipes. The lower part of the chamber, not occupied by the heating pipes, has means for passing a cooling medium thru it for the purpose of cooling the material. The material descends thru the chamber, with means for controlling its descent.

1,220,160. Apparatus for Treating Grain. (See cut.) Payton J. H. Moore, Chicago, Ill. This comprises an apparatus for sterilizing grain, consisting of a chamber in which is mounted a rotatable table,

with means for elevating the grain so that it will fall onto this table. The grain from the elevator falls on the rotating table, and it is there mixed with a sterilizing gas from the pipes shown in the cut. The moving table spreads the grain into a thin layer, and when it falls, means is provided as shown for its continued elevation and placing on the table.

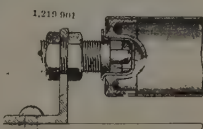
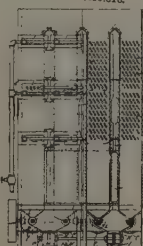
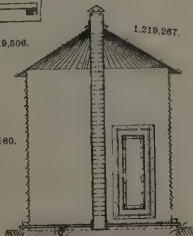
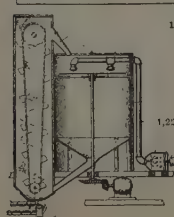
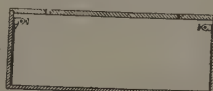
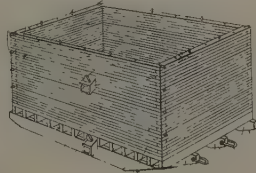
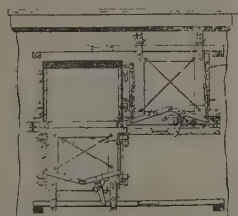
1,219,506. Door Structure for Grain-Cars and the Like. (See cut.) August Taugtes, Aniwa, Wis. The combination of a door opening, a door frame slidably mounted adjacent thereto, and a door with levers pivotally mounted to the door and frame so that the door will swing into and out of the seating frame. Levers are pivoted in the center to the frame, and links connect the door frame levers with the levers on the door and to a pair of spaced holding members on the frame. A handle is pivotally connected with the door levers and perforated to engage the holding members.

1,218,782. Grader. (See cut.) Charles A. Larkin, Wonewoc, Wis. A grader comprising a support, a plurality of trough-shaped inclined chutes formed of screening material carried by its lower portion, a carrier formed of guards mounted for longitudinal reciprocable movement within the support. The guards being connected by regularly spaced transverse partitions, a series of hoppers held by the partitions, each of the hoppers having inwardly projecting flanges at its upper extremity and terminating at its lower extremity in a restricted opening for positively delivering articles passing therethru into an individual one of the chutes, a plurality of grading screens of different meshes removably and interchangeably supported upon the flanges of the hoppers and between the rear ends of the guards arranged to deliver on to the adjacent screen, and means for reciprocating the guards and the parts supported thereby in a longitudinal direction.


Books Received

TOVEY'S Directory 1917, the official brewers' and maltsters' list of North and South America, has just been issued. This 3½x6-inch booklet of 75 pages is bound in durable red cloth and is a convenient ready reference for dealers in barley and others supplying the brewery and malting trades. It also lists the brewers' and affiliated trades' ass'ns in the United States and their officers. Issued as a supplement to The Brewers' Journal, New York, N. Y.

I CANNOT get along very well without the Grain Dealers Journal.—W. T. Buck, Vliets, Kan.



HILL CLUTCH CO.



**HILL
FRICTION CLUTCHES
SAVE POWER**

The installation of a Smith Type Hill friction clutch pulley or cut-off coupling will save you many dollars by preventing needless waste of power.

Send for Catalogs

**The HILL CLUTCH CO.
CLEVELAND, OHIO**

CIFER CODES

Use a good Telegraph Cipher Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

Universal Grain Code, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will protect the contents of your messages as no other code used in the domestic grain trade can do. Its 146 pages of bond paper contain 13,745 expressions for present-day terms, and no two of them are near enough alike to cause confusion in the translation of messages. Bound in flexible leather. Price, \$3.00.

Robinson Cipher Code with 1912 Supplement, an absolute necessity with every grain dealer who handles any of his business over the wire. Bound in full leather, and printed on bond paper. Price, \$2.00.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$15.00.

Millers Code, designed especially for the milling and flour trades. Size 3¼x6 inches; 77 pages. Price, \$2.00.

Baltimore Export Cable Code, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price, \$10.00.

Your Name in gilt letters stamped on front cover of any of the above books for 25 cents extra. For any of the codes, address

GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.

The paper the Grain Dealer supports, because it supports the Grain Dealer—

GRAIN DEALERS JOURNAL

Supreme Court Decisions

Assessment of Exchange Membership.—The assessable value of a membership is found by apportioning the value of the memberships in excess of the value of the tangible property of the Chamber already assessed equally among the memberships, and taking 40 per cent thereof.—*State v. Goetzman*. Supreme Court of Minnesota, 161 N. W. 516.

Loading Car in Bad Order.—Where the railway had a rule requiring shipper to present inspection tag with B/L and the shipper knew of such rule, the mere act of placing an uninspected car on the loading track of the shipper did not give him an implied invitation to load the car.—*N. C. & St. L. Ry. Co. v. Myers* Supreme Court of Tennessee, 192 S. W. 168.

Connecting Carrier's Failure to Furnish Cars.—Where defendant steamship company issued a thru B/L, and defendant railway company, the final carrier, accepted goods, the latter, when sued for delay in furnishing cars, cannot object that the initial carrier did not have authority to issue a thru B/L.—*Gallup & Fisher v. Norfolk Southern R. Co.* Supreme Court of North Carolina, 91 S. E. 375.

Carrier Liable for Delivery without Surrender of B/L.—Unauthorized delivery of a car to a shipper by the terminal carrier without surrender of the bill of lading under Interstate Commerce Act Feb. 4, 1887, c. 104, 24 Stat. 379, rendered the initial carrier liable, either in tort for the conversion of the car or on a contract for breach of the contract of carriage.—*Peycke Bros. v. Sandstone Co-Op. Co.*, Kansas City Court of Appeals, Missouri, 191 S. W. 1088.

Damages on Destination Value.—The measure of damages for negligent injury to goods shipped is the difference between the market value of the injured goods at the destination and what they would have brought in the market at the destination in the condition they would have been in had the carrier not been negligent; the freight, if not prepaid, being deductible from such amount.—*Houston, E. & W. T. Ry. Co. v. Brackin*. Court of Civil Appeals of Texas, 191 S. W. 804.

Connecting Carriers.—Under the Carmack Amendment of 1906 to the Interstate Commerce Act (Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386, amended by Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 593 [U. S. Comp. St. 1913, § 8592]), a shipper of goods over connecting lines still has his remedy against an intermediate carrier for loss occurring on its line only, but not for any loss occurring otherwise, and the burden is on him to show, not only the damage, but that it occurred on defendant's, and not on a connecting, line, and his recovery will be limited to such loss or damage as he thereby sustained.—*Southern Ry. Co. v. Avey*. Court of Appeals of Kentucky, 191 S. W. 460.

Connecting Carrier Liable for Deterioration of Corn.—Testimony of plaintiff's witness that he was connected with plaintiff's business; that it was his custom to examine cars before they left plaintiff's yard; that he would not permit a car to leave the yard unless in good condition; and that, while he had no recollection of the individual car in question, he would have known, because of such custom, if it was not in good condition—made a case for the jury as to the good condition of the car when it was delivered to the original carrier by plaintiff. Where it is shown that a shipment was delivered to the original carrier in good condition, the presumption is that it remained so until it arrived in the hands of the terminal carrier.—*Equity Elevator Co. v. Union Pac. R. Co.* Kansas City Court of Appeals, Missouri, 191 S. W. 1067.

Telegraf Error.—Where plaintiff failed to receive unreported death message sent between intrastate point but passing thru another state en route, on account of company's delay, he could not recover more than amount limited in contract; such message being interstate commerce, and Act Cong. June 18, 1910, recognizing such limitations of liability.—*W. U. Tel. Co. v. Lee*. Court of Appeals of Kentucky, 192 S. W. 70.

Carrier's Special Agreements Invalid.—All special arrangements, agreements, customs, and understandings between individual shippers and interstate railroads, not open to all similar shippers on equal terms, nor on file with the Interstate Commerce Commission nor sanctioned by that tribunal, are void, and a defense to an action for interstate freight charges based thereon is subject to demurrer or motion for judgment.—*A. T. & S. F. Ry. Co. v. F. H. Stannard & Co.* Supreme Court of Kansas, 162 Pac. 1176.

Owner of Grain Not a Preferred Creditor of Bankrupt Warehouseman.—One who delivered grain to a warehouseman, who subsequently became bankrupt after selling the grain, is not entitled to a preference for the value of the grain, unless there is clear proof that the proceeds of the sale went into a specific fund, or into specifically identified property, which came into the hands of the trustee in bankruptcy; it not being sufficient that it went into the general assets of the bankrupt, and thereby increased his estate.—*In re B. A. Lockwood Grain Co.*, U. S. Circuit Court of Appeals, 238 Fed. 721.

Carrier Liable for Furnishing Leaky Car.—A common carrier must furnish safe and suitable vehicles for transporting goods which it receives for that purpose, and this duty cannot be imposed by it on a shipper, nor can it, by contract, exempt itself from its negligence in performance of that duty. A common carrier is not relieved from its liability for furnishing defective cars for transporting goods, unless the shipper himself selects the car, knowing the defect and danger, and there are other cars free from defects reasonably available for the same purpose.—*McDaniel Milling Co. v. Mo. Pac. Ry. Co.*, Springfield Court of Appeals, Missouri, 191 S. W. 1021.

Acceptance of Offer to Arbitrate.—Where plaintiff made defendant an offer to arbitrate, named the number to constitute the board and the number required to make an award, defendant's letter referring to plaintiff's offer, and stating that it would be glad to arbitrate and had placed the matter in the hands of its attorney for that purpose, if not sufficient of itself to constitute an acceptance without mention of terms, together with defendant's subsequent acts in choosing an arbitrator, constituted an acceptance of plaintiff's offer, since the acceptance need not be formal, but any words from which an acceptance may be understood when taken with the subject-matter and offer made are sufficient.—*G. R. & I. Ry. Co. v. Jaqua*. Appellate Court of Indiana, 115 N. E. 73.

CORN COB ASHES are in demand by fertilizer firms. One fertilizer firm has written to W. L. Nelson, of the Missouri Board of Agriculture, as follows: "We are desirous of getting in touch with corn shellers who are burning their cobs, so that we can buy the ashes for fertilizer purposes. For these we are paying \$2.50 per unit of water soluble potash, and they contain from 15 to 30 per cent or units."

THE ENTIRE 1917 wheat crop of Canada is being negotiated for by Great Britain. Sir George Foster, acting prime minister, has placed the proposal before the presidents of the Western Grain Growers and the United Farmers of Alberta, and they will present it to their organizations. The plan is to buy the grain from the farmers at a price satisfactory to them, the Dominion government to look after the transportation to the seaboard.

Commission Firm Can Not Be Penalized for Poor Service.

The practice of some commission firms of buying grain on their own account was frowned upon by the Arbitration Com'te No. 1 of the Grain Dealers National Ass'n, composed of E. J. Sinclair, Earl C. Bear and D. I. Van Ness, in the claim by Stiefel & Levy, of Ft. Wayne, Ind., plaintiffs, against the Globe Elevator Co., of Buffalo, N. Y., defendants, in which the com'te ruled against Stiefel & Levy.

May 20, 1918, plaintiffs loaded car 64152 with 444 bushels of plaintiffs' No. 3, and 807 bushels of plaintiffs' No. 6 corn and shipped it to the defendants at Buffalo, marking the notice of shipment "Consignment."

On May 24 defendants wired plaintiffs, "Car grades, 3 yelo and 6 yelo, Bid 77 3 yelo 65 6 yelo Buffalo net you quick reply."

On May 24 defendants wrote plaintiffs: "This corn is badly damaged and has lots of moisture—runs 20.3%—and will, in our opinion, be hot before it reaches elevator. We prefer ourselves not to fix price on this until it does get to elevator. Kindly wire us early tomorrow which way you want us to handle it."

Plaintiffs replied by wire on May 25, "Your letter of 24th read. Get car to elevator. Particulars by mail."

From this date on many wires and letters passed between plaintiffs and defendants, resulting in no definite understanding. On May 31 the plaintiffs wrote defendants: "If you do not want to handle the 6 corn at its market value, then you should have sold it to some other concern for our account."

To this the defendants made answer that they do not handle grain on a commission basis but solicit shipments and submit sender bid on day of arrival.

Finally, on June 2, the corn arrived at elevator and defendants wired: "The six yelo reinspects hot. Is in bad shape. Instruct."

On same date plaintiffs replied by wire: "Unload, do best you can."

The defendants then unloaded the corn and fixed the price at 55c per bushel.

Plaintiffs in their argument say: "Basis for complaint is that this shipment was one made wholly upon consignment and must be treated so and that the plaintiffs are entitled to 72c per bushel which was market for 6 yelo corn on day this corn arrived in Buffalo."

To this Com'te it is evident from the testimony submitted that a practice had been made by the defendants of having grain shipped to them and upon arrival to submit bids on same which practice gives to the buyer such a great advantage that such markets as Chicago have ruled against it. The evidence in this case shows that the plaintiffs upon arrival of car bartered as to the price, and from this the Com'te judges that the plaintiffs were accustomed to having their grain handled in this way; otherwise they would have replied to defendants in their first wire that car was to be handled on a commission basis, but plaintiffs' own wires put the defendants in the position of a principal rather than an agent.

To allow this claim would be to confirm the defendants as principals.

If this Com'te is to hold that the argument of the plaintiffs is sound and that this car should have been handled on a commission basis and award the plaintiffs' claim, they would in reality be but penalizing an agent for poor service and it is not within the province of this Com'te to administer punishment.

Your Com'te denies the claim of the plaintiffs and orders that they pay the costs of this arbitration.

I THANK the Journal for the help it has given me thru its columns, as I have found it very helpful in the grain business.—Fred Ackerman, New Madison, O.

THE GRAIN DEALERS JOURNAL is a good paper, worthy of the attention of any man engaged in the milling or grain business who has time to read its pages.—Taylor Milling Co., Taylor, Tex.

WITH THE PRESENT price of corn the highest on record, and with oats selling at a greater discount than ever before, it would seem that an adjustment of values was bound to occur within a short time that would narrow this difference in a manner not detrimental to the price of oats.—L. W. Forbell & Co.

Seller Not Released from Contract by Embargoes and Lack of Cars.

A question that is continually arising during the present period of car shortage was recently decided by Arbitration Com'te No. 1 of the Grain Dealers National Ass'n, composed of U. J. Sinclair, Earl C. Bear and D. I. Van Ness, in favor of the Baltimore Grain Co., of Baltimore, Md., plaintiff, v. Cargill Grain Co., of Milwaukee, Wis., defendant, establishing an important precedent in holding that lack of cars and embargoes does not release the seller of grain from obligation to fill his contract.

On Dec. 7 and 24, 1915, the Cargill Grain Co. thru Richard Gambrell, broker, sold to the Baltimore Grain Co., two 25,000-bu. lots of barley at 75c and 74c, respectively, track Baltimore, shipment during December, 1915, and January, 1916, Milwaukee or Green Bay weights and grades to govern. Plaintiffs furnished defendants with shipping directions.

Defendants claim they were unable to obtain cars in which to have this barley transported to Baltimore during the month of January or prior to Feb. 8. Furthermore, that embargoes existed against Baltimore on the railroads almost continually during this time.

Plaintiffs, having been in communication with the defendants and ascertained that no barley had been shipped on Feb. 8, after expiration of time of shipment, bought in the Baltimore market 50,000 bus. of barley at 81c per bushel, plus charges, and immediately notified the Cargill Grain Co. Later plaintiffs rendered defendants statement showing loss of \$3,556.13, made sight draft for same and defendants declined to pay it. On Jan. 22, 1916, plaintiffs, thru their broker, wired defendants whether any part of the barley had been shipped and defendants replied in telegram as follows:

"Cars scarce but loading six or seven cars barley today." And again on Feb. 3 plaintiffs wired defendants as follows:

"Have received no advices shipment barley on January shipment contracts. Have you shipped?" Defendants replied as follows:

"Not all account embargoes and extreme car shortage have been unable to get it out." Plaintiffs then wired them again on Feb. 3:

"How much have shipped?" Defendants replied:

"Have not shipped any of your 50 lb. malting barley January. All other contracts filled."

Plaintiffs claim that during the contract period there were times when there were no embargoes against Baltimore and that it was entirely feasible for the defendants to have shipped the barley on the said sales had they desired to do so.

Evidence shows that the original confirmations, covering the said contracts, were signed and accepted by the defendants and furthermore these confirmations do not provide that the defendants were to be released in the event of either their inability to obtain cars or in case of embargoes being in force.

It is the opinion of this com'te that the plaintiffs were entirely within their rights when they bought in the barley on the market, that they used due diligence to protect the defendants in said purchase, that defendants were not entitled to any immunity from the obligations of their contracts, owing to lack of cars and embargoes; and therefore we order the de-

fendants to pay to the plaintiffs the sum of \$3,556.13, with interest at 6% from March 1, 1916, and further that the costs of this arbitration be paid by the defendant.

Cars Scarce in Montana.

That the car shortage is acute in the west as well as in the east is evidenced by the accompanying fotograf showing about three hundred wagons loaded with turkey red winter wheat and marquis spring wheat parked around elevators at Big Sandy, Mont., because of lack of space in the elevators. It was not uncommon during the winter for wagons to remain thus for two weeks before being unloaded. During the eleven days Feb'y 26 to Mar. 8 the elevator of H. Earl Clack Co. received only one car.

Five years ago there was not a load of wheat marketed at Big Sandy; but today four elevators with a combined storage capacity of one hundred thousand bus. are located there. This season about one million bus. of No. 2 hard winter wheat have been marketed, it being mostly turkey red winter, and marquis spring wheat. About 75,000 bus. of flaxseed have also been marketed, with 250,000 bus. of wheat estimated as still being in the hands of the farmers.

Since the fifteenth of October these four elevators have been full to capacity because of lack of sufficient cars, and the scene shown in the foto was very common thruout November and December.

In the foreground of the foto appears the elevator and mill of McNamara & Marlow. The buildings of this company are all frame with shiplap siding covered by paper and steel siding. The flooring is of 6-inch pine.

The elevator is of 25,000 bus. capacity, and has cleaning machinery, a dust collector, and feed mills, all run by motors. A 500-gallon tank for fire protection is in the third floor of the building. Bins for flour and feed are on the second floor.

The elevator and mill idea seems to be spreading, and this company has installed a 25-bbl. Midget Marvel mill, which is operated by a 7½ H.P. motor. They grind No. 1 hard Marquis wheat, and so far have been kept very busy, being forced to run 24 hours a day part of the time. The mill, together with bran and flour packer, occupies the first floor of the building.

The other elevators at Big Sandy, besides that of the H. Earl Clack Co., are owned by the Rocky Mountain Elevator Co., and the Farmers Produce Company.

HESS DRIERS

Dry anything granular.

In continuous flow, or on the separate dump system.

HESS OUT-DOOR CONDITIONERS

air and clean and condition grain, with no additional operating expense. They cost little and sold on 30 days' free trial.

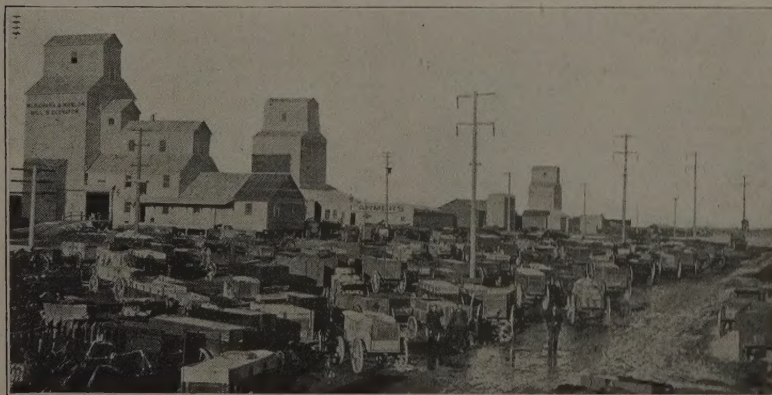
Ask us.

Hess Warming & Ventilating Co.

907 Tacoma Building, Chicago

Also Brown-Duvel Moisture Testers. The official or the improved kind. Glass or copper flasks.

Corn Sieves also, conforming with the new rules.



Three Hundred Wagons Waiting to Unload Grain at Elevators at Big Sandy, Mont.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.75.

GRAIN DEALERS JOURNAL
305 So. La Salle Street CHICAGO, ILL.

Insurance Notes.

THE TIME to work for a reduced rate of insurance is when planning to build or remodel the grain elevator. By giving thought to the reduction of the hazards the building and equipment can be arranged to take advantage of the lower rate offered for improved construction. Suggestions on how to build for the lowest risk are supplied on request by the grain and mill mutual insurance companies.

A NEW KANSAS insurance law specifically admitting mutual companies to do business in the state without having to pay the high tax rate was passed by the legislature just closed. Section 1 of the law provides: "Any mutual fire insurance company or ass'n organized and incorporated under the laws of any other state and licensed by the insurance department of that state, having cash reserves of \$100,000 or more, shall, upon proper showing to the superintendent of insurance of this state, be licensed by him and certificate of authority granted upon the payment of the fee exacted by the home state for such companies or ass'ns, which fee shall be in lieu of all license fees and taxes of whatever character in this state."

INSURANCE COMPANIES in the ordinary sense of the term are disinterested in fire prevention. That has been made plain on more than one occasion by leading stock company underwriters. They are interested in the rate. They can afford to carry any risk if they can get a rate sufficiently high to cover the hazard. That is a cold-blooded business proposition with which no one can have objection. But we want it clearly stated. When there is a comparison between the stock and the mutual principle, we want the comparison properly drawn.

Of course, this stock company principle doesn't work out in practice, for the good and sufficient reason that it must compete with the mutual principle of selection and inspection which attracts the

better class of policy-holders in any line, who unite to prevent fire and thereby reduce their insurance cost. No better demonstration of this can be found than in the history of the grain business.—*Our Paper.*

"DET LAST TIP baen a gued von," the Murphy Grain Co.'s engraving of a happy customer, has received so much favorable comment that the company has had it reproduced in colors for distribution to its patrons.

LONDON BAKERS have announced an advance in the price of bread effective Mar. 26 to 1 shilling for the 4-pound loaf, equal to a little more than 6 cents per pound, which is the highest price since the Crimean war. At the same time the price of wheat at Lincoln rose to \$2.80 per bushel, the highest price on record. Altho wheat a \$1 cheaper in the United States, American consumers for a year past have been paying 6 cents for the loaf of one pound or less on account of the higher cost of labor in all departments of the American bakery.

Elevator Casualties.

L. N. Cote, an employe of the Cargill Elevator Co., Minneapolis, Minn., was removing boards from grain door when he ran a nail into his hand.

A. Sprague, an employe of Schultz, Baujan & Co., Beardstown, Ill., was recently injured in head by being struck by falling pipe.

G. R. Gobble, an employe of the El Reno Mill & Elevator Co., El Reno, Okla., was injured by table, which he was carrying, dropping on foot and mashing it.

G. W. Miller, an employe of Pittman & Harrison Co., Claremore, Okla., was taking down a stack of millet seed when the bags slipped and fell upon and injured leg.

John A. Barney, an employe of Geary Mill & Elevator Co., Greenfield, Okla., had his little finger mashed by being caught between scoop shovel and a piece of timber, necessitating the amputation of the end of finger.

Charles Norris, an employe of the Red Star Mill & Elevator Co., Wichita, Kan., was descending stairs with saw-horse on his back when he slipped and fell striking his lip on the saw-horse and receiving a laceration thru lower lip.

A Non-Chokable Leg.

During the recent meeting of the Mill & Elevator Mutual Fire Insurance Field Men in Chicago, they visited the plant of The B. F. Gump Co., where Mr. A. M. Marsh demonstrated his non-chokable leg. It consists primarily of a double spout, designed to be placed immediately under the head and to receive the grain from the leg and divert it to the distributing spout, until the bin is full or a choke-up occurs in the distributing spout, when the grain will back up in the spout, push open a hanging valve and this would permit the overflow to be diverted into a box. The weight of the grain in this box would quickly close the boot valves and stop the flow of the grain into the boot, thus preventing the choking of the leg.

The inspectors were much interested in the mechanical arrangement of the distributor head, and discussed its practicability at length after returning to the convention hall.

Meeting of Mutual Field Men.

The program for the annual meeting of the Mill and Elevator Mutual Fire Insurance Field Men's Ass'n at Chicago Mar. 19 to 22 was carried out with the addition of an interesting address on "Dust Explosions" by H. H. Brown, of the Bureau of Chemistry.

J. A. Vincent presided.

T. M. Van Horn, chairman of the com'te on materials and construction, reported: In the early days when we started in the business about ten gentlemen covered all North America. Now we have about eighty or one hundred inspectors. Now it is volume and keep down the loss ratio. Formerly it was only a question of making the mill go, and as I have said time and time again, between the time of the old stone day to the present 90 per cent of all the machines that were ever brot out have gone into the junk heap. We have tried to educate the mill owner along the construction line. You can't do it. You can't educate the mill furnisher. We haven't got a standard for anything. You can't take some little thing that you feel is a fire hazard and go to the superintendent of a factory and expect him to change. You can't keep men changing this year to one thing and the next year revolutionizing the whole thing from a fire resisting standpoint.

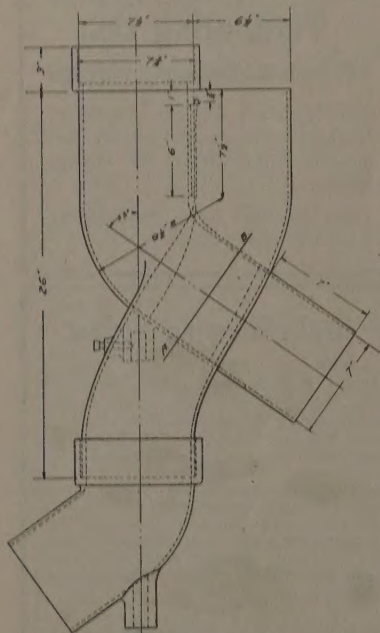
I only intended to get up to introduce Mr. John Cornwall, of the Barnard & Leas Mfg. Co. We worked together in the same factory for about sixteen years. I consider him one of the best mechanics in this country from the shop standpoint, not only in the special machines, but he is very well posted on elevator heads and boots.

John Cornwall: It used to be that what was wanted was babbitt material or box lining material that was handy and cheap. Genuine babbitt was too costly. It didn't make very much difference for nobody knew what the other had. The fire insurance men have taken us away from that. We have got to have as good a babbitt as we can buy. Sometimes we don't always get the best. There are smelters in the west who turn out a kind of conglomerate metal of lead, zinc and copper which doesn't make bad babbitting but still not as good as genuine babbitt metal.

Until recently ball bearings were not very much of a help in fires, but with the improvements as they have come along conditions have changed. It is well to inquire what kind of oil is being used. Cleanliness or orderliness is one of the best protections against a fire there is for the reason that it expresses the moral risk also. I believe if the mill is kept clean, bearings in shape, and right kind of oil used it is a good risk even if the man is losing a little money. At fifteen years of age I went to work in a mill as sweeper and oiler and did not have a hot box. I mention that to show that it isn't so much the kind and quality of bearings as attention and lubrication.

Referring to the incompetence or awkwardness of some who lay electric wires either for power or light, what reason or excuse can there be for supposed-to-be crossed wires? No concealed wires should be laid so they can get in contact and make a short circuit.

We also have become aware that some fires are started by sparks caused by pieces of metal, etc., in the grain. So we have devised a machine called a gravity separator whereby we can separate grain from anything that is heavier than grain.



Sectional View of Marsh's Non-Chokable Distributor.

The GRAIN DEALERS JOURNAL.

That will include of course all barrel nails, bird shot and gravel that would help to increase the rates on insurance. There is hardly an acre of ground that does not contain pieces of gravel. These would be passed by a magnetic separator whereas this device is strictly by weight. From the looks of the offal we have taken from these machines the nails and other pieces of metal are not nearly as objectionable as the stone and gravel because there is so much of it.

Mr. Van Horn: A discussion was started some time ago over the lagged pulley. I have contended that the elevator leg itself in a country elevator is the biggest fire hazard there is in the construction, but I am not very much opposed to the lagged pulley. I make the contention that the head pulley should be flanged on both sides. There isn't an elevator in the state that has been running two months that the pulleys are exactly in line.

Mr. Cornwall: The strut board should in my opinion cause the grain to take the easiest course—along the down leg. In this way there is very little friction to get the grain back to the boot, but if it goes down the up leg it has suction and everything against it. There should be a very natural discharge in the head, the distance from the down leg to the opposite end of the bin spout, or the natural discharge of the grain being at least one and a half times as much as the width of the down leg. Also keep the pulley well away from the strut board.

J. A. Poulson, professor of mechanical engineering in the Michigan Agricultural College, Lansing, Mich., read a valuable paper on "Gasoline Engines" which is published elsewhere.

Officers elected for the ensuing year are: W. H. Ingalls, pres.; C. B. Sinex, vice pres.; Wm. Reed, sec'y; Orville Davis, treas.; executive com'te, H. E. Wilson, R. S. Danforth and H. A. Braumagel.

The Field Men wound up a four day study of the fire insurance problems of the flour mill and grain elevators with a splendid banquet at the Union League Club. They were greatly honored by the presence of Dr. Chin Yet Su, special envoy of the President of the Great Chinese Republic, assigned to an investigation of American methods and facilities of handling and milling grain. The field men stood as the learned Doctor entered and awe struck listened intently as he addressed them in his own tongue. Any insurance inspector would have been glad to tell you the Doctor's pleasing message from the Oriental Republic, but the Doctor's interpreter was thrown out before he could translate all of the speech. However, any inspector can give you an intelligent version of it without half trying. Ask him.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

GASOLINE LAMPS

You are not allowed to have a gasoline lamp in your elevator without a special permit therefor being attached to your policy. Our experience has been that such lamps are dangerous even under the best conditions, and should not be used at all. If you are using one, and are one of our policyholders, get in touch with us. Let's discuss it before a fire occurs.

FITZGERALD & McCOTTER
Western Managers
Omaha, Neb.



C. A. McCOTTER
Secretary
Indianapolis, Indiana

INDIANAPOLIS, IND.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

ORGANIZED 1903

Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders \$3 PER CENT of the DEPOSIT PREMIUM.
Ask about the "TRI-STATE PLAN" for short term grain insurance.

E. H. MORELAND, Secretary

CLEAN UP

Start at once and have the whole premises, outside and inside, machinery and equipment, receive a thorough.

SPRING CLEANING

By so doing you will make the work of operating easier and reduce the fire hazards. Ask the Mutual Fire Prevention Bureau, Oxford, Mich., or any of the following list of companies for standards of construction, installation and best methods of repairing.

MILLERS NATIONAL INSURANCE CO.
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.
Of Lansing, Mich.

GRAIN SCALE BOOK

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. E.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/2 inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.75.

GRAIN DEALERS JOURNAL

305 So. La Salle Street, CHICAGO, ILL.



R
E
L
I
A
B
L
E
B
E
L
T
I
N
G

EQUALLY efficient whether used for conveying, elevating, or the transmission of power. The specifications for that new elevator should include one of our many brands of elevator belting.

The Gutta Percha & Rubber Mfg. Co.
Chicago New York Boston San Francisco

THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

You Wouldn't Consider

a cleaner which didn't operate continuously, then why consider a grain drier which must be dumped at intervals? The day of the charge drier is past, and we would like to interest you in the **ELLIS CONTINUOUS FEED GRAIN DRIER**, which we believe is in a class by itself.

THE ELLIS DRIER COMPANY

GRAIN
DRIERS

Postal Telegraph Bldg.

CHICAGO

OAT
PURIFIERS



How about that CAR PULLER?



When the rails are covered with Snow and Ice a pinch bar will not move your cars.

Do not be caught unprepared.

We build Car Pullers that will handle
ONE CAR OR FIFTY CARS

General Catalogue G-20 describes
Car Pullers and our full line of

**Elevating, Conveying and Power
Transmitting Machinery
WELLER MFG. CO., CHICAGO**

THE TWO MILLION
Bushel Elevator of

Washburn - Crosby Company

MINNEAPOLIS, MINN.

is equipped with three separate
DAY Dust Collecting Systems,
any one of which may be oper-
ated separately, or all simulta-
neously.

When in need of a system or
only a dust collector write

THE DAY COMPANY

MINNEAPOLIS, MINN.